



The Fly-By

A Quarterly Publication of the
Southwest Region
January 2021



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

Images in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

Credits: In all cases, please give full grade, name and unit of assignment of

- The article's author(s),
- Photographer, and
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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

Welcome to 2021 Southwest Region! I know a lot of people with high expectations for a much better year than what we experienced during 2020. I am one of those people and I am beginning to see some positive news about decreases in COVID-19 infection rates. All of our SWR wings have recently moved from the Extreme category down to Critical on the COVID-19 Act Now web site (<https://covidactnow.org/>). Unfortunately, being in the Critical category is still a hazardous place to be, so we need to continue to wear masks, wash our hands frequently and follow social distancing guidelines as well as our CAP guidelines for operations during this pandemic (<https://www.qocivilairpatrol.com/covid-19-information-cena>).

Speaking of CAP operations during the pandemic, our awesome FALCON VIRGO Team received high praise for successfully completing that high-profile mission despite a very serious COVID-19 outbreak in El Paso, Texas, which is the location of the final training and certification exercise for the National Guard Air Defense Unit that deploys to protect Washington DC. CAP aircraft are their training targets for a week-long exercise that goes 24 hours a day and normally consists of 16-18 aircraft and aircrew members from all over Southwest Region. We had to make the difficult decision that it was not safe for our members to deploy into that environment. Rather than cancel the mission our local volunteers in El Paso, Texas, and Las Cruces, New Mexico, stepped up and flew 334 hours, providing 227 training tracks to successfully certify the Guard Unit so they could deploy to the Capital on time.

Letters of appreciation from the First Air Force Vice Commander, CAP-USAF Commander and our CAP National Commander/CEO highlighted their appreciation for the Volunteer Airmen and staff who pulled off something no one expected could be done with the existing COVID-19 environment and restrictions. Well Done FALCON VIRGO Team!

And hopefully everyone knows there are many other CAP missions still going on in support of COVID-19 relief. Several wings continue to deliver testing kits and PPE, support points of distribution, delivering meals and bulk food, and New

Mexico was one of the first (maybe THE First!) to deliver vaccine to a remote location in a CAP aircraft. Arizona Wing continues to receive well-deserved praise for their Operation Pulse Lift blood-drives, gaining National-level recognition from the Red Cross and expanding the program to 47 wings who have collected over 2,000 units of blood. According to the Red Cross, that has the potential to save over 6,000 lives.

In the virtual environment, I am looking forward to participating in our first virtual Region Cadet Advisory Council Town Hall meeting. Our Aerospace Education members in Arizona are hosting a virtual AEO workshop run by cadets and a Yeager Test Prep online seminar series to help more people pass that 100-question test! Both of those activities are open to any member in Southwest Region, so I strongly encourage people to get involved.

I would also like to compliment the Little Rock Composite Squadron for innovative use of blended meetings with small numbers of in-person attendees joined by other members participating virtually. They have avoided the serious loss of membership many other units are experiencing due to COVID_19 restraints on what missions and activities we can safely accomplish. The reduction in membership is especially affecting our cadets, so I strongly encourage all Southwest Region units to have a robust virtual activity schedule and keep our members engaged until we can return to normal, which will happen, but it is going to take a while longer. Until then, be safe, and be proud of your accomplishments during challenging times. Thank you for the amazing contributions you are making in support of your neighbors, your communities and our Nation.

Col. Joe R. Smith, CAP
Southwest Region Commander

Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

Do I Submit Photos?

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments. Photo file size of under 500 KB may not be suitable for publication.

If You Have Article Ideas or Suggestions

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com. 📧



Top: The general sessions for the virtual 2020 Arizona Wing Conference were produced on a soundstage at VideoWest in Phoenix. (Photo: Capt. Margot Myers, CAP)

Arizona Wing Conducts Virtual Annual Conference

by Lt. Col. Gordon Helm, CAP, Arizona Wing

PHOENIX – When planning began for the 2020 Arizona Wing Conference, Wing Public Affairs Officer Capt. Margot Myers arranged for members to gather in late May in Prescott, in northern Arizona, for a traditional meeting. A venue was selected, contract signed, and plans for the weekend were well underway when the COVID-19 pandemic made that event unworkable.

This conference was to be the first one presided over by wing commander Col. Robert Pinckard, who assumed command of the wing in January 2020, and it followed a very successful 2019 conference that also hosted the national Board of Governors and Southwest Region meetings. By comparison, the 2020 event should have been a return to normal, with fewer logistical challenges.

As the effects of the pandemic began to change almost every aspect of work and life, the 2020 wing conference had to make major changes too. First, it was postponed until late October, in the hope that a face-to-face meeting would be possible at that time. As the pandemic continued and to meet the requirements of national mandates prohibiting face-to-face meetings, Pinckard and Myers made the decision to take the Arizona conference virtual. That meant designing a

virtual meeting that included an opening general session, breakout sessions, a keynote speaker, and an awards ceremony.

Right: Conference Manager Capt. Margot Myers, CAP, directed the live broadcast from the control room at VideoWest. (Photo: Capt. Aaron Feller, CAP)

Further, they decided to fully embrace the technical requirements needed to provide a virtual conference that was live throughout, with a combination of Zoom

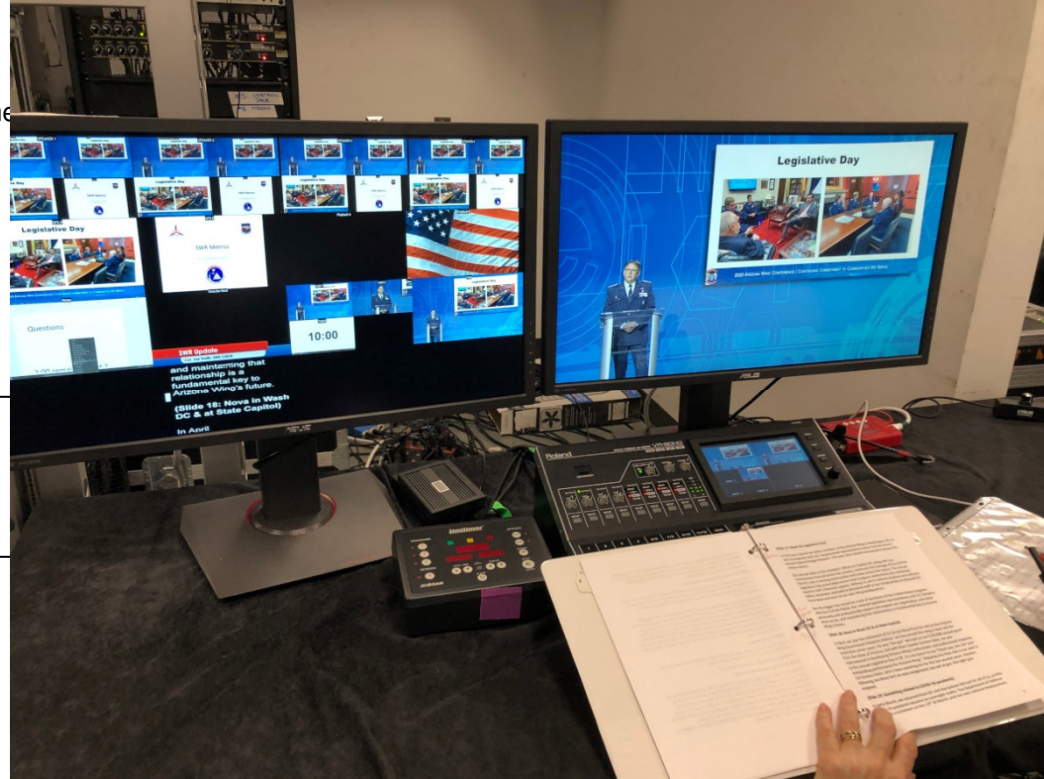
webinars and meetings that allowed attendees to jump from one meeting to another. In short, it was to be a “normal” conference attended by the members at home. The only thing missing was the coffee and doughnuts.

Capt. Aaron Feller, CAP, besides being the commander of the Scottsdale Composite Squadron, is also the chief operating officer at VideoWest in Phoenix, a company that provides venue staging and production services for meetings, conferences, music events and other gatherings. With business generally down because of the virus, he was able to offer the conference organizers his company’s support at a reduced rate. To assure success, he worked closely with Myers on the logistics of the virtual conference.

The morning general session was highlighted by messages from CAP and Air Force leadership. Col. Pinckard gave a recap of the wing’s accomplishments since the previous conference in May 2019. CAP National Commander Maj. Gen. Mark Smith spoke about how CAP members across the country have responded to the COVID-19 crisis while continuing to fulfill responsibilities in cadet programs, aerospace education, and emergency services. Southwest Region Commander Col. Joe Smith updated the attendees on what is happening in the region, including a review of performance data that indicated how Arizona Wing stacked up in comparison to the region’s other five wings. Lt. Col. Jamie Gray, USAF, commander of the Southwest Liaison Region for CAP-USAF, described what his team does, above and beyond the compliance inspections that are the most commonly known aspect of their responsibilities. Gray complimented Arizona Wing members on their sustained performance and praised the continuing good relationship between the Air Force and its Auxiliary.

As the conference agenda took shape, it became clear that technical support was needed to ensure that breakouts in the five program tracks were effectively managed, using multiple Zoom licenses. The goal was for attendees to join and move between program tracks, as they could do at an in-person conference. In addition to Feller, the technical support team included Maj. Jeff Alloway, Capt. Michael Griffith, 2nd Lt. Brett Seidell, Capt. Brian Tucek, and Maj. Roger Yaeger. The team members held technical rehearsals in advance with speakers and session moderators to ensure the breakout sessions would go off without a hitch.

There were program tracks for each of the three mission groups in the wing: Cadet Programs and Aerospace Education, Mission Support, and Operations. A fourth track was developed specifically for cadet-focused activities. And the fifth track offered a variety of sessions, including an Inspector General briefing, information on becoming an sUAS mission pilot, and how to recruit and engage Non-Commissioned Officers. Each track had multiple topics over a five-hour period.



There was something for everyone, from communications to logistics, operations to personnel, and encampment to community outreach.

The cadet activities program track was developed, produced and managed by cadets. Cadet Maj. Weiss O'Connor of the Deer Valley Composite Squadron in Phoenix volunteered to ramrod the programming for cadets. The cadets provided squadron staff training for cadet leaders, held a Cadet Advisory Council meeting, explored the path to private pilot certification, and heard a presentation from an Embry-Riddle Aeronautical University admissions officer. The highlight of the cadet activities' track, also heavily attended by senior members, was a virtual presentation by Capt. Anthony "Trick" Ortiz, USAF, an F-35 pilot stationed at Luke Air Force Base near Phoenix.

Generally, in-person wing conferences conclude with members gathering together for an awards banquet and keynote speaker. There was no option for a banquet at the virtual conference, but there was time for both awards and a keynote address.

The keynote speaker was retired U.S. Air Force Lt. Col. Rochelle Kimbrell. She is a former CAP cadet, U.S. Air Force Academy graduate, and the first Black female fighter pilot in the Air Force, flying F-16s. She recently retired and returned to the Air Force Academy as an instructor, teaching physical education. She is also the director of culture, climate and diversity for the athletic department. Kimbrell chose to return to Civil Air Patrol as a member of the Pikes Peak Senior Squadron in Colorado.

In her remarks, Kimbrell described the challenges she faced in reaching her dream of becoming a fighter pilot. "I had no idea how to navigate being a first," she said. "When people started throwing out words like 'pioneer,' I was terrified. ... It took me a long time but I realized that sometimes simply by being seen for what I had accomplished, it brought people hope and opened their minds to their own possibilities."

Eleven Arizona Wing members were recognized with of-the-year awards. Maj. Chris Dusard and 1st Lt. James Martin received Arizona Wing Commander's commendations for their development of a training device for aircrews that simulates the actions of the ELT tracking unit in CAP aircraft. Capt. Dolly Mickle was recognized as the Safety Officer of the Year and Maj. Peter Iannone as Senior Member of the Year for Southwest Region. Falcon Composite Squadron in Mesa was awarded a national unit citation. The Arizona Wing also received two regional mission awards, for cadet programs and emergency services. Finally, two national awards were recognized: the Paul Turner Safety Award and the Col. Robert V. Payton Public Affairs Officer of the Year Award, which went to conference organizer Myers.

With conference registration at 371 members, including participants from Alaska to Florida and many other wings in between, this was the largest Arizona Wing conference ever held. "The 2020 Arizona Wing Conference was a total success," said Pinckard the day after the conference. "I believe that we just emplaced a real 'standard' for Arizona Wing conferences."

Attendees also offered their compliments. "I don't know what I was expecting, but it wasn't this professional, interesting and technologically flawless event," wrote one. Another attendee wrote, "For an event like this, both content and process are critical to its success. ... You pulled the process part off perfectly. Everything happened when it was supposed to happen across multiple time zones."

Discussion is already underway about the 2021 Arizona Wing conference and much like the CAP National Conference, the expectation is that in the future these types of events will likely combine an in-person event with a virtual component. 📺

Right: During her keynote presentation, retired U.S. Air Force Lt. Col. Rochelle Kimbrell shared a photo of herself as a CAP cadet alongside her mother, who also joined CAP as a senior member. *(Screenshot from conference presentation.)*





Top: (L-R) National Guard PFC Nicole Diaz confers in a CAP ready room with CAP pilot Lt. Col. Dave Gottheimer prior to the COVID-19 vaccine transport flight. {Photo: Todd R. Berenger, Kirtland AFB 377 Public Affairs}

New Mexico Wing Delivers COVID-19 Vaccine to Cities Around the State

by Lt. Col. Dave Finley, CAP, Public Information Officer

ALBUQUERQUE, N.M. – The New Mexico Wing's COVID-19 relief mission entered a new chapter on December 15, 2020, with the first flights carrying vaccine to protect against the disease. Acting as the official auxiliary of the U.S. Air Force, the wing began delivering COVID-19 vaccine from the New Mexico Department of Health to several cities around the state.

The first shipment of the vaccine had arrived in the state on December 14, 2020. Early the next morning, CAP aircrews, joined by members of the New Mexico National Guard, departed Albuquerque to deliver the first round of vaccines.

"Our volunteers are very happy to be bringing this life-saving cargo to our fellow New Mexicans," said Wing Commander Col. Annette Peters. "This is a proud moment for our Wing," she added.

The first flights were followed by additional flights later the same week. As more vaccine arrived in New Mexico, CAP crews have continued to fly to a number of New Mexico cities to bring the vaccine allocated to those localities.

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"Making these time-critical deliveries has presented some new logistical challenges, and I'm proud of how our team quickly met them with resourcefulness and admirable dedication," said Lt. Col. John Grassham, the wing's director of operations.

Vaccine shipments are the latest task in a long-running mission – funded by the Federal Emergency Management Agency – in which the wing has assisted the New Mexico National Guard, in support of the New Mexico Department of Health.

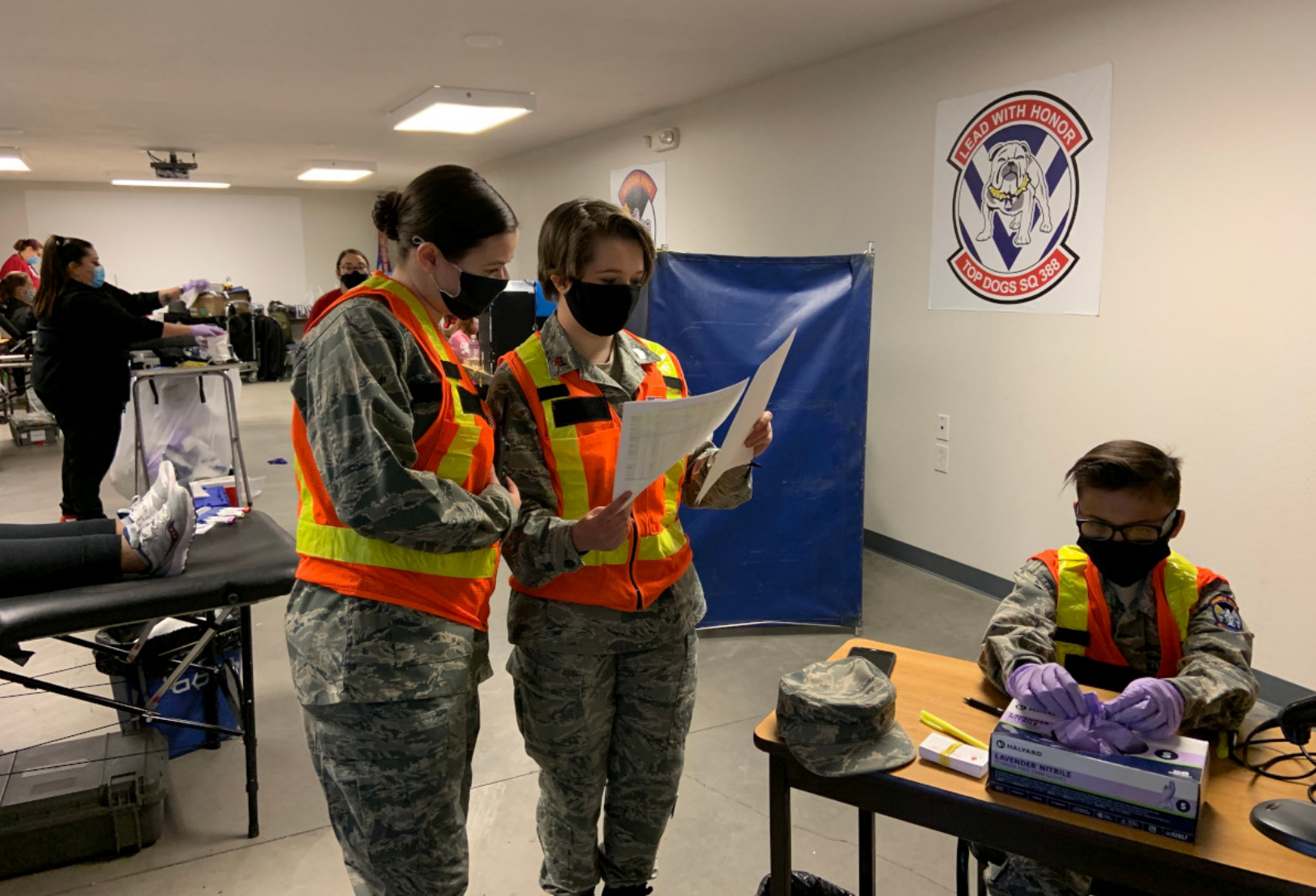
Since the mission began in April 2020, CAP crews have transported more than 28,000 COVID-19 test samples from cities across the state to laboratories in Albuquerque for processing.

From April through late December, CAP aircrews have flown nearly 440 flight hours and ground teams have driven more than 5,200 miles. CAP members supporting the COVID-19 mission have provided more than five years' worth of volunteer labor.

Acting as a Total Force partner and official civilian auxiliary of the Air Force, Civil Air Patrol is aligned with First Air Force to rapidly respond to non-military threats domestically when tasked in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage and provide humanitarian assistance. 🇺🇸

Below: CAP Capt. Tom Billstrand (left) monitors as Air National Guard Staff Sgt. Blaine Hutcherson loads COVID-19 vaccine containers and personal protective equipment in a CAP aircraft. (Photo: SM Brian Morrissey, CAP)





Top: (L-R) Cadet Staff Sgts. Mackenzie Diddy and Kaitlyn Tucker and Cadet Airman 1st Class John Rico staff the donor check-in desk at a blood drive at the 388th Composite Squadron. (Photo: Capt. Klara Olcott)

Blood Donation Mission Ends Year with More Than 1,500 Units Collected

by Maj. Margot Myers, CAP, Arizona Wing

PHOENIX – On December 30, as 2020 ended, Senior Member Matthew Temple from Willie Composite Squadron 304 in Chandler, Arizona, made Civil Air Patrol history as the 1,500th blood donor of the year in the Operation Pulse Lift blood donation program.

A CAP member for less than six months, Temple has donated blood twice at donation centers in the Phoenix area since October, becoming a “Pulse Lift frequent flyer.”

Temple's donation was quickly followed by a report from the Ohio Wing's former Cadet 2nd Lt. Christina Verplatse, just before reporting to U.S. Air Force basic training. This was her first donation of blood, reported by her father, Capt. Allen Vamplates of the Capt. Eddie Rickenbacker Composite Squadron near Columbus. Capt. Brett Kollar of the Columbus Composite Squadron checked in with a “Power Red” two-unit donation report (part of the 15 total blood units reported by Ohio Wing members).

“Congratulations to all of you (individuals and units), and thank you for being part of what is now a nationwide CAP effort,” said Lt. Col. Bob Ditch, incident commander for the Arizona Wing's COVID-19 blood donation mission since it began in March 2020.

Operation Pulse Lift began in April 2017 as a CAP blood donation collection program. Originated by the Arizona Wing, in just over two years it grew to 12 donation events and 527 units of blood from CAP members and the general public. On March 17, though, U.S. Surgeon General

Jerome M. Adams made an urgent request to the nation for blood and blood donation centers because COVID-19-related closures of many schools, universities, churches and businesses had wiped out 80% of the blood donor centers the American Red Cross relied on.

“Without any delay or hesitation, Operation Pulse Lift was thrown into high gear and the Arizona Wing mobilized its facilities and 157 members toward what became a record 41 blood donor events in just eight months,” said Ditch.

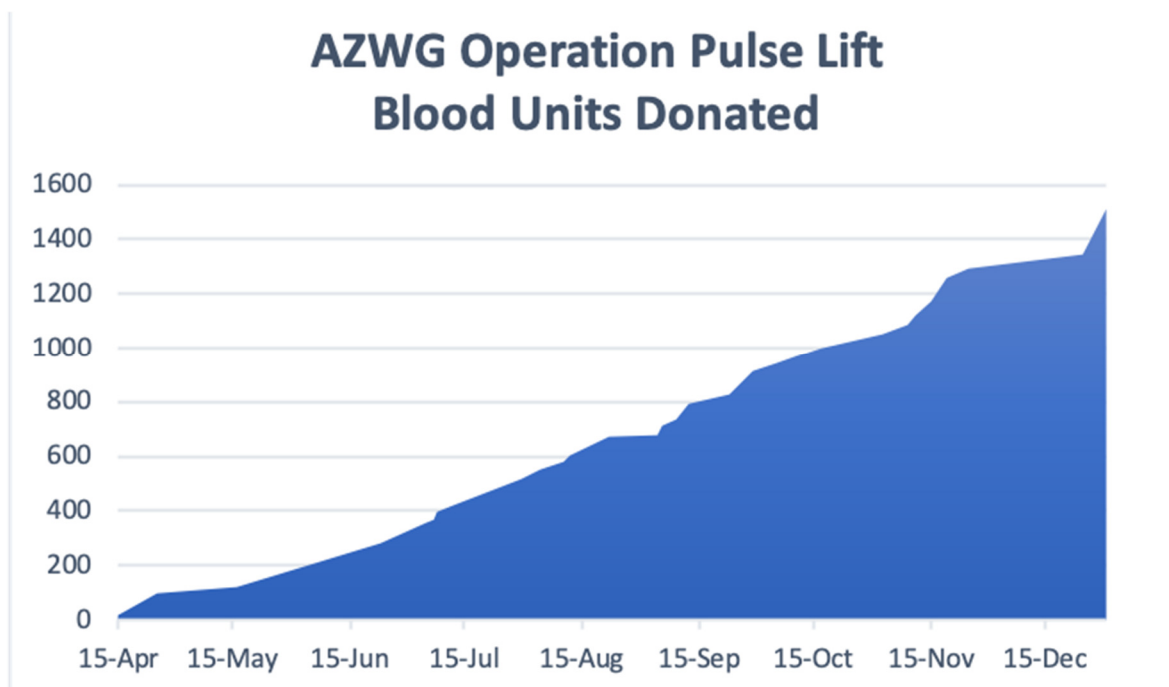
“This is currently one of the longest-running missions among the many Civil Air Patrol humanitarian relief efforts related to the pandemic,” he said, adding that it is also the longest Arizona Wing mission ever, and the wing’s largest single mission since World War II.

In a letter to CAP National Commander Maj. Gen. Mark Smith, Red Cross CEO Gail McGovern called the Arizona Wing “an incredible partner in responding not only to the urgent need for critical blood products” but also the need for facilities to host blood drives. McGovern noted that, at that time, more than 1,000 units had been donated, and wrote, “This is a remarkable accomplishment that has a truly staggering impact as each unit of blood can potentially save up to three lives.”

On Thanksgiving Day, the Arizona Wing issued a challenge inviting all CAP wings to participate in Operation Pulse Lift as part of the ongoing COVID-19 mission. Ditch designated this challenge as the virtual 42nd blood donation event.

Since the invitation went out, 231 units of blood were donated by CAP members in 36 wings and National Headquarters at Maxwell Air Force Base, Alabama, bringing the year-end total to 1,528 units.

“Congratulations to all,” Ditch said, “but the mission and collection continue in the new year.” Ditch encouraged all wings to contact their local Red Cross or other blood donor program manager, to help in Operation Pulse Lift.



After a well-earned holiday break, the Arizona Wing kicked its program back into gear Jan. 3 with five donation center events scheduled for the first week of 2021 and a total of six in January, hosted by four Arizona Wing squadrons. The 388th Composite Squadron in Glendale had two blood drives set for the week of January 4, 2021. The 388th also hosted the first blood donation center as part of the COVID-19 mission April 15, 2020 and conducted 16 drives in seven months that collected 457 units of blood. 🇺🇸



Top: WALDO equipped aircraft stand ready at Baton Rouge Metropolitan Airport. (Photo: Maj. John McCrory, CAP)

Louisiana Wing is Kept Busy in Strong Hurricane Season

by 2nd. Lt. Ethan Bateman, CAP, Louisiana Wing

BATON ROUGE, La. – Civil Air Patrol's (CAP) Louisiana Wing has been kept busy as the state has been struck by multiple storms. Baton Rouge Metropolitan Airport, home to Capitol City Composite Squadron, has hosted no fewer than four CAP planes from squadrons across the state. The move came in the wake of Hurricane Laura's devastation of Lake Charles, Louisiana and areas of Western Texas during the period August 20-29, 2020.

The 2020 hurricane season has been so exceptional that the list of 21 names provided by the National Hurricane Service was exhausted. Additional storms are being named for letters of the Greek alphabet. This is the second time in history that this has occurred. Louisiana has been "in the cone" of seven storms this year, and has been struck by five. Louisiana had not been struck by more than one storm since 2008.

CAP's airborne photography was created to help speed recovery after such events. Lt. Col. Mark Ducote, former squadron commander of Capitol City Composite Squadron, said that airborne photography has become one of the Louisiana Wing's most important missions in the wake of Hurricane Katrina in 2005.

Right: CAP aircrew prep an aircraft for an aerial photography mission. (L-R) Lt. Col. Brian Capone, Capt. Francis Guillory, Maj. John McCrory, and Lt. Col. Mickey Marchand.

Below: Cadets from Lake Charles Composite Squadron in formation at Baton Rouge Metropolitan Airport. (Photos: Mission Public Information Staff)



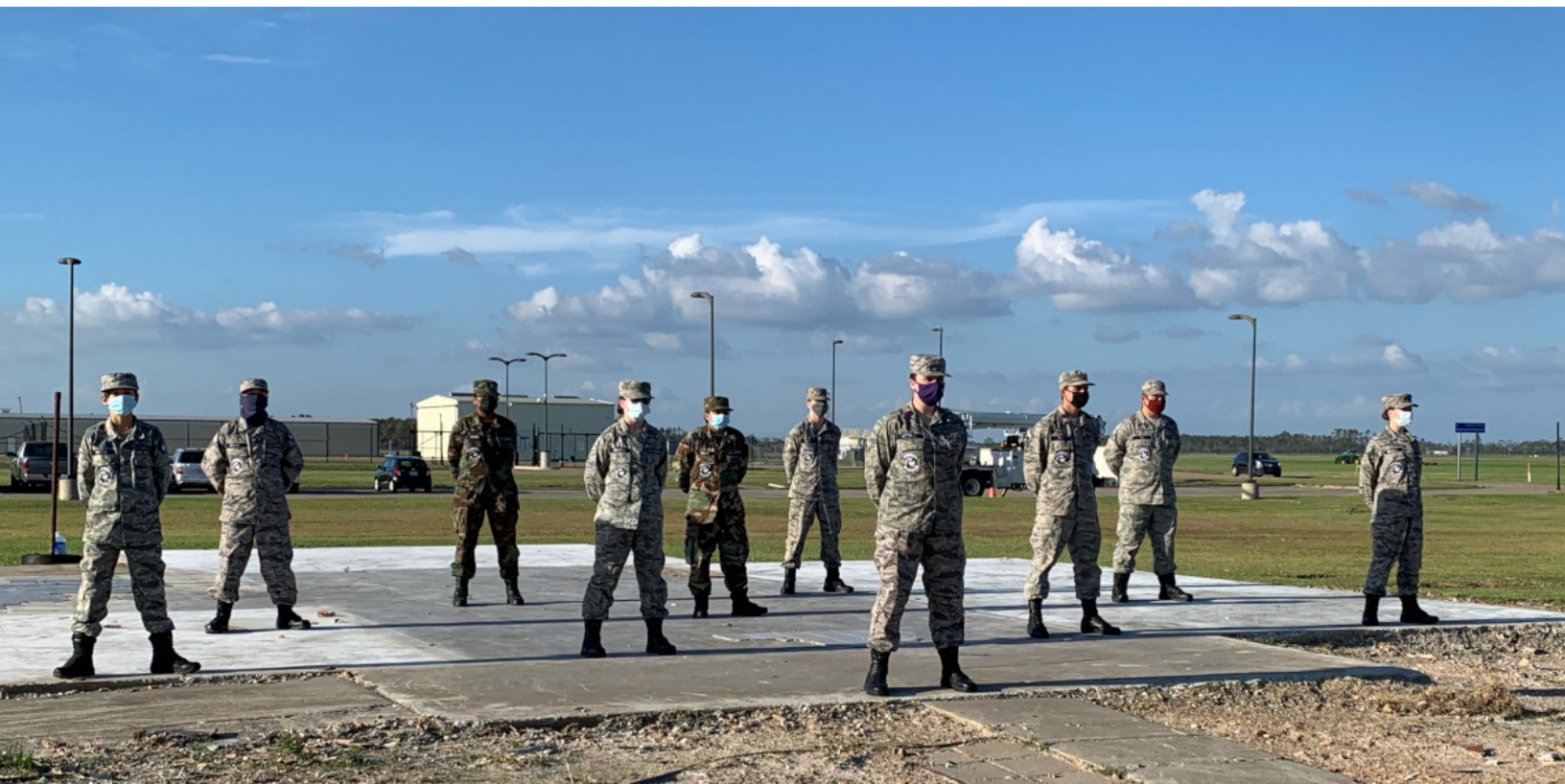
FEMA asked the wing to conduct an airborne photography mission in the wake of Hurricane Laura, but that task has been extended as storms continue to batter the area. According to FEMA, Laura was the strongest hurricane to strike Louisiana since 1856. It displaced more than 10,000 people from Lake Charles, damaged over 8,000 homes, and killed 17 people. As of October 6, more than 2,600 people were still displaced.

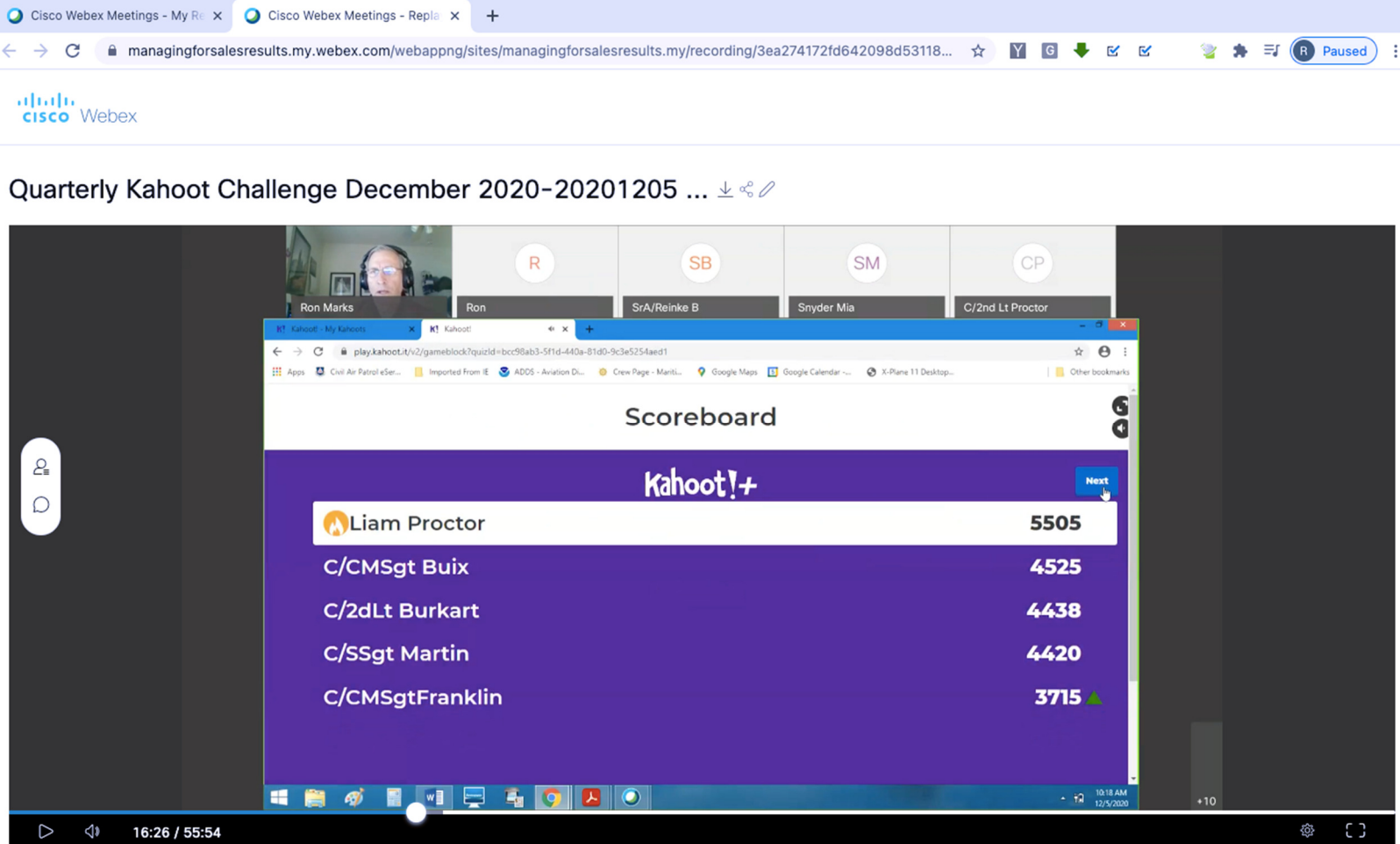
CAP's response to the devastation in the hurricane's path was immediate. The organization had been prepared to respond to the storm and was ready when Laura had finally passed. Multiple CAP aircraft descended on the command post at Baton Rouge Metropolitan Airport and began operations after the winds had abated and it was safe to fly.

The extent of the damage caused by Laura required the use of a new technology. Some CAP aircraft were equipped with a WALDO camera system in a sensor pod attached to the plane's wing strut. The WALDO is a high-resolution camera system able to capture at altitude images of objects as small as a golf ball on the ground. The system automatically takes thousands of images of a given area and combines them into a 3D image that can be used to assess the hurricane's damage.

In addition to the WALDO flights, CAP pilots also flew traditional airborne photography missions using CAP's airborne photographers and its inventory of digital cameras. These flights were still ongoing in the wake of Hurricane Zeta in late October 2020.

The 2020 hurricane season does not officially end until Nov. 30. While it is hoped that the United States will be spared any further storms, CAP remains ready and willing to respond. 🇺🇸





Top: Throughout the competition, a scoreboard updates with top scorers after each question is completed. (Photos: Maj. Ron Marks)

Arizona Wing Aerospace Education Team Hosts Statewide Virtual Quiz

by Maj. Ron Marks, CAP, Arizona Wing

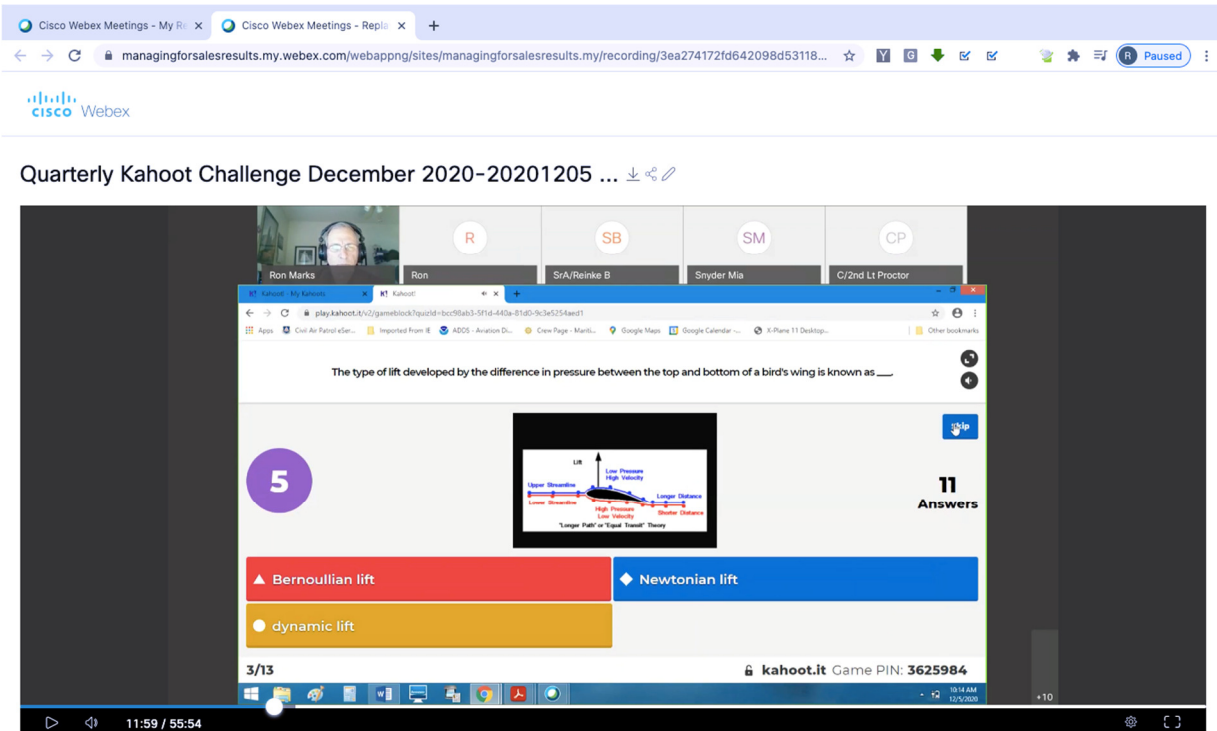
PHOENIX – On December 5, 2020, cadets from across the Arizona Wing logged into an online competition to test their knowledge of Aerospace Dimensions 1 and 2 and Model Rocketry 1 aerospace topics. The event was hosted by Maj. Bob Kaye, CAP, the wing’s assistant director of aerospace education/internal. The AE team made use of the online quiz platform *Kahoot!* as a way to engage cadets as an alternative to the lectures and PowerPoint presentations that have been so common during the COVID-19 pandemic.

Kahoot! allows for the development of fun and challenging quizzes for which, to compete, the participants log in via their smartphones. It is a challenge of accuracy and speed to get the most points. “Keeping cadets active and involved is difficult during the COVID-19 shutdown because face-to-face meetings are not allowed and this event was a great chance for engagement,” said Kaye.

The challenge was used to encourage cadets to study information important to their progress in the cadet program and to promote model rocketry as part of the CAP aerospace education program. “Competition motivates cadets and this event allowed them to participate and interact remotely with cadets from different units,” Kaye said.

Twenty-five-dollar Amazon gift cards were awarded to the top three performers. The winners were:

- 1st Place with 29,073 points – Cadet 2nd Lt. Liam Proctor, Willie Composite Squadron
- 2nd Place with 28,531 points – Cadet Chief Master Sgt. Joey Buix, Neotoma Composite Squadron
- 3rd Place with 22,558 points – Cadet Master Sgt. Jon Deluca, Prescott Composite Squadron



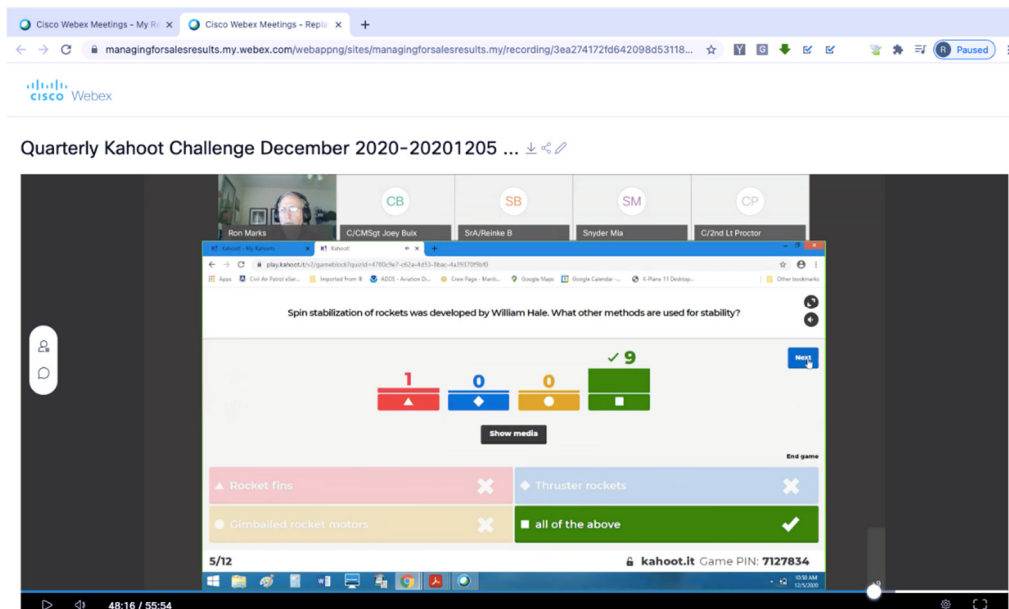
Above and below: Each question in the competition presents multiple choice answers from which the participants may choose.

Other Top Performers:

- 4th Place with 21,729 points – Cadet Staff Sgt. Maxx Martin, Neotoma Composite Squadron
- 5th Place with 21,456 points – Cadet Chief Master Sgt. Elainea Franklin, Yuma Composite Squadron
- 6th Place with 20,780 points – Cadet 2nd Lt. Kenneth Burkart, Yuma Composite Squadron
- 7th Place with 19,813 points – Cadet Sr. Airman Bunyan Reinke, Deer Valley Composite Squadron
- 8th Place with 19,283 points – Cadet 2nd Lt. Dean Kearn, Eloy Composite Squadron
- 9th Place with 17,214 points – Cadet Airman 1st Class Eli Tubb, 388th Composite Squadron
- 10th Place with 13,252 points – Cadet Airman Mia Snyder, Prescott Composite Squadron

Kaye expressed his thanks to all the cadets who participated in this challenge. “We hope you found it fun and a learning event,” Kaye said. “The Arizona Wing Aerospace Education team plans on holding quarterly challenges. We will be giving plenty of advanced notice, so cadets have time to read and study.”

The *Kahoot!* quizzes also were offered to squadron aerospace education officers in Arizona Wing to use in squadron activities. “Especially during this COVID-19 shutdown period, this is a great way to involve cadets in an interactive session where they use their smartphones to compete in speed and accuracy studying information that helps them progress in Aerospace Education,” Kaye said.



Wreaths Across America Goes on, in Spite of COVID-19 Restrictions

by Maj. Mary A. Fox, CAP, New Mexico Wing

SANTA FE, N.M. – On December 19, 2020, at Santa Fe National Cemetery, members of Civil Air Patrol, attending as private citizens, helped place approximately 1,250 wreaths at the graves of veterans and fallen war heroes. For the past 13 years, CAP has played an active part in placing these wreaths – that is, the grave-specific wreaths requested by families out of state or unable to make it to the cemetery on their own. This year, the request came as usual, but the New Mexico COVID-19 restrictions, alongside Civil Air Patrol's social distancing guidelines, prevented the local squadrons and members from participating as CAP members.



Above: CAP members, volunteering as private citizens, place wreaths on fallen veterans' graves at Santa Fe National Cemetery. (Photos: Maj. Mary A. Fox, CAP)

Below: A lonely line of wreaths bears silent witness to the volunteers' efforts.

Lt. Col. Angie Slingluff, commander of Santa Fe Composite Squadron, has organized this event for the past four years. Each year, she has worked tirelessly to collect all necessary data to ensure that all wreaths were placed on the correct gravesite. In previous years, she counted on a variety of organizations, including CAP, to place the grave-specific wreaths, but once CAP was pulled from the list, she was worried that the wreaths would not be placed as they had in the past.

However, members of CAP squadrons, acting as private citizens, abiding by the COVID-19 guidelines of masks, gloves and social distancing came to the rescue. Over the course of three hours, they placed more than 150 wreaths, and remembered each hero and veteran by speaking

the veteran's name aloud, so that the veteran's name will not be forgotten. Even though they were not in CAP uniform, they modeled respect for all CAP and state COVID-19 guidelines. Each wreath was placed with the dignity and respect earned and deserved by each veteran. Their actions were recognized by a tearful "thank you" from many of the family and relatives who had come by to watch as a wreath was placed at their loved one's grave.

The members representing CAP as private citizens included the following families: Barela, Bryant, Fox, Gonzales, McKelvey, Neal, Newton, Sanchez, Selph and Vito. These families carried on the mission of Wreaths Across America: To Remember, to Honor, and to Teach. 🇺🇸





Top: The Arizona Wing glider was inspected and made airworthy at Desert Rat Aviation at the Ak Chin Regional Airport.
(Photo: Lt. Col. Fairfax O'Riley, CAP)

Scottsdale Squadron Brings Lift to the Arizona Wing Glider Program

by Capt. Aaron Feller, CAP, Arizona Wing

SCOTTSDALE, Ariz. – After several years of inactivity, the Arizona Wing's Glider Program is back in business, with an airworthy SGS 2-33 Schweizer two-seat sailplane and two qualified check pilots. There is, however, a complex saga behind getting to this point.

It was a very hot 4th of July weekend when Arizona Wing Commander Col. Rob Pinckard requested that the AZ Wing glider (N2890H) be transferred to Scottsdale Composite Squadron, along with the directive to get the glider flying before the end of September 2020. Pinckard explained that if this couldn't be done, the Arizona Wing was at risk of losing this very important asset through inactivity.

The first step was to get the glider airworthy. Scottsdale's Aerospace Education Officer Lt. Col. Fairfax O'Riley led the charge, and his first challenge was getting the glider safely relocated for the annual inspection. The glider trailer is very long and somewhat dangerous to move. Consider 60 feet of wings and a long fuselage strapped to two wheels driving down the highway. For this task, it turned out that there was only one vehicle with the specialized hitch that could move the long trailer and Maj. Greg Larkham from the 388th Composite Squadron in Glendale was the only person qualified to safely get this job done.

Fast forwarding to the end of August, things were starting to come together. Lt. Col. Jim Fendley, the wing maintenance officer and Scottsdale squadron member, worked diligently with Desert Rat Aviation at the Ak Chin Regional Airport about 30 miles south of Phoenix to clear up all of issues related to getting the glider airworthy. Based on a good rapport established with Andy Estes of Desert Rat, much of the work to get the glider airworthy was done at no cost to the wing.

One challenge that seemed difficult to solve was finding the correct new weatherstripping for the canopy, a search that proved very time consuming. The Schweizer is an older glider designed to be rugged and easy to maintain, with a high degree of crashworthiness. Nevertheless, this glider was built in the late 70s and some parts are hard to find. After finding the weatherstripping for the canopy, the next major setback loomed. During the inspection, Estes discovered that the air probe for the vertical speed instrument was broken. There was a crack that entirely circled one of the tubes. These are thin-wall aluminum tubes, which makes welding almost impossible, and also inadvisable.

O'Riley made the long drive to Albuquerque to pick up a potential replacement probe only to discover that it had a similar crack. The pressure was on, with about four weeks to get the glider program off the ground. At the eleventh hour, O'Riley located the needed part and a new probe was shipped from New York. The glider could be ready for a test flight as soon as September 15, leaving less than two weeks before the funding for Fiscal Year 2020 was closed out.

Arrangements were made to transport the glider to Estrella Sailport along with the labor to assemble the glider, a process that requires five or six people to maneuver the large wings. Shad Coulsen at AZ Soaring agreed to complete the annual inspection by taking the required test flight, but the wing still needed a check pilot.

Achieving airworthiness was just the first step. The wing still needed to get a qualified glider check pilot approved by both wing and region. Without the required check pilot, there would be no way to qualify any CAP pilots with a Form 5 check ride. In this situation, this task required a special waiver to have an FAA-approved designated pilot examiner appointed to check out one of our glider check pilots first. There had to be a working glider to request a waiver or all of this effort would be pointless.

That was when former Arizona Wing Commander Col. Martha Morris came to the rescue, agreeing to get requalified as a CAP glider check pilot. While Morris prepared for the very detailed FAA check ride, arrangements were made to have the glider flown on a test flight. Only then was it possible to schedule the first glider sortie of FY 2020.

With everything riding on the test flight, one last hurdle appeared. All FAA Airworthiness Directives had to be addressed and accurate in the maintenance logs. With only days before the test flight, Estes from Desert Rat jumped into action to confirm compliance and ensure the maintenance logs were completely up to date and accurate.

The test flight was completed on September 24, confirming glider airworthiness. The next day, Morris logged the first glider sortie of the fiscal year, with just one day to spare before FY2020 was closed out.



Above: After months of work, the Arizona Wing glider was ready to fly at Estrella Sailport in Maricopa, Arizona. (Photo: Capt. Aaron Feller, CAP)

Arizona Wing Vice Commander Lt. Col. Attila Szokol said, “Throughout my entire tour as wing director of operations, the glider persisted as an unsolvable Rubik’s cube – one side got solved, another got jumbled. We either had a coordinator and nowhere near an airworthy machine or an airworthy machine and nobody to run with it.

“Thank you to the entire team – Fairfax, Greg, Jim, Martha, and everybody else – who played their roles in making this happen,” Szokol said. “You have my appreciation and admiration for this significant accomplishment! Looking forward to busting stats in the glider world in FY21!”

The Scottsdale Squadron, with support from many others across Arizona Wing, pulled this project together. The wing now has a working glider and has already qualified a second CAP glider check pilot, Capt. Bruce Waddell from the 388th Composite Squadron.

In only the first month of glider activity for FY21, there was already growing interest. Scottsdale has begun coordination with other squadrons to enlist more glider pilots to be checked out soon.

Based on the limitations of the COVID-19 pandemic, cadet orientation flights in the glider are not possible at this time, but when the situation changes, Scottsdale is gearing up for monthly glider operations for long-term sustainability. 🇺🇸



Top: (L-R): sUAS Pilot 2nd Lt. Eric Holtzclaw completes pre-flight control items as sUAS pilot Maj. Rick Gorman and sUAS technician trainees Capt. Michael Burris and 2nd Lt. Michael Williams review the checklist items. (Photos: Capt. Brian Heck, CAP)

Oklahoma Wing Finds a Way to Train Despite Public Health Emergency

by 2nd Lt. Eric Holtzclaw, CAP, Oklahoma Wing

TINKER AFB, Okla. – On Dec. 5, 2020, the unpaid professional volunteers of the Oklahoma Wing, Civil Air Patrol (CAP), participated in an exercise designed to assess the wing's response to a natural disaster during a public health emergency. The exercise simulated several weather-related disaster scenarios calculated to test the wing's ability to respond while maintaining health safety protocols. The wing used a virtual incident command structure and dispatched aircraft and personnel from home bases rather than from a central location, and deployed a new capability for disaster assessments. Today, Small Unmanned Aerial Systems (sUAS) are becoming more commonplace. CAP is expanding its assets capable of documenting damaged areas and locating missing persons. This new aerial photo reconnaissance tool supplements its established ground and aircraft photography capabilities.

The exercise simulated the command staff receiving requests from local emergency managers for CAP assistance. The staff ran through a series of confirmations and then deployed the most capable asset available to meet the customer's needs. Using virtual meeting platforms, Lt. Col. Aaron Oliver, incident commander (IC) for the training, activated a team of volunteers to respond

to the tasks at hand. The sUAS teams were deployed in remote portions of the state with often only hand-held radio communications. The I.C. staff deployed a high-altitude radio relay station aboard a Cessna aircraft. The communications platform, referred to as “high bird,” enabled communications links between the command location, aircraft and ground units.

Oklahoma Wing Operations Officer Maj. Bill Herold said, “I was excited to see the drones incorporated into our training scenarios. The sUAS program is getting a great boost in Oklahoma with the recent purchase of several new platforms. I anticipate the drone program will become an integral part of the Civil Air Patrol damage assessment and search and rescue tool box.”

Maj. Rick Gorman, head of Oklahoma Wing’s newly formed sUAS program, deployed with the teams to conduct damage assessment at two key infrastructure areas in the Edmond area. Gorman commented that the sUAS teams were able to provide detailed damage assessment of a large lake dam and water treatment facility, with photo-mosaic mapping technology.

Toward the event’s conclusion, Oliver said that he was pleased with the progress made in standing up the sUAS team. “I was impressed with the products this platform delivered to our simulated customer. There are clearly advantages to having both fixed-wing and sUAS airborne photography and video capabilities.”

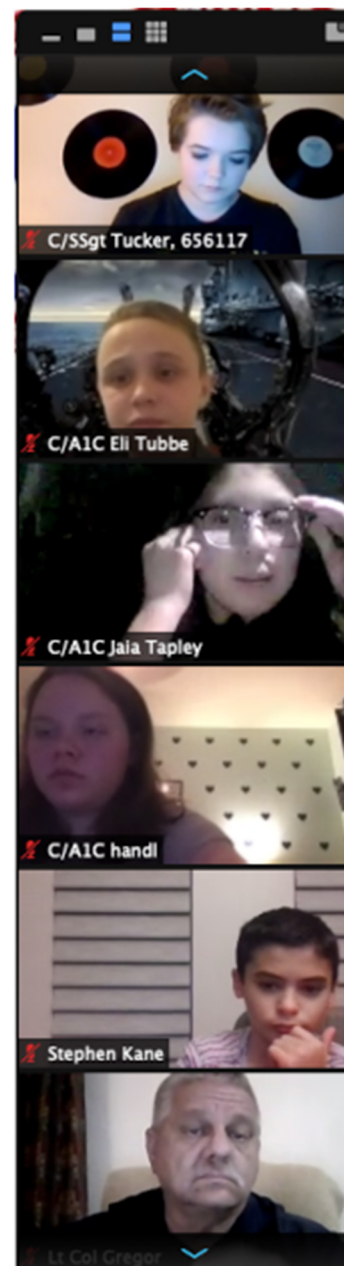
Capt. Brian Sommers, who is one of five sUAS pilots currently in the Oklahoma Wing, said “This was a great opportunity to build on our training and overcome the challenges we come across each time we fly. Tasking our technicians and mission pilots in a variety of scenarios allows us to prepare for the real thing when called upon to do so.”

Not everything was simulated. Oklahoma wing had to receive permission from the City of Edmond to fly the sUAS over critical infrastructures. Edmond city officials were excited to receive a preview of what the Oklahoma Wing sUAS team can provide should they ever need to. 🇺🇸

Below: CAP members deployed on the Oklahoma Wing’s first sUAS damage-assessment mission took time for a group photo by the DJI Mavic Enterprise Drone: (L-R) 2nd Lt. Eric Holtzclaw, Capt. Brian Sommers, Capt. Michael Burris, Capt. Crystal Sommers, 2nd Lt. Michael Williams, Lt. Col. Brandon Welch, Capt. Brian Heck, Maj. Jason Unwin, Maj. Rick Gorman and Kendra Neuendorff, Oklahoma Wing.



388th Expanded Cadet Meeting December 7, 2020 “Remember Pearl Harbor”



Top: The first joint meeting of cadets from several Arizona Wing squadrons took place on December 7, 2020, Pearl Harbor Day. (Screenshots: Capt. Klara Olcott)

Arizona Wing Squadron Invites Other Squadrons to Join its Virtual Meetings

by 2nd Lt. Dee Kelly, CAP, Arizona Wing

GLENDAL, Arizona – The 388th Composite Squadron in Glendale hosted a joint squadron meeting on December 7, 2020, with 58 members from four squadrons in attendance. Currently the largest squadron in Arizona Wing, the 388th decided to make its meetings and training opportunities available to smaller squadrons that have fewer resources.

In an email to squadron commanders across Arizona Wing, 388th Squadron Commander Capt. Klara Olcott extended an invitation to include cadets from smaller squadrons in its weekly

meetings. “We are looking for smaller units who are looking for relief from the week-to-week planning and presentation,” Olcott wrote. “Our staff will plan the first couple of meetings and we are open to gradual collaboration on content and instructors in the coming weeks. If your meetings are going well, that’s great; if you don’t have the attendance or manpower, the 388th wants to be here to support you, and we will be your replacement meeting.

“Each of our units shares the same requirements of character development instruction, safety training, leadership training, and other mandated subjects, and it makes more sense to present these to multiple squadrons, but change the instructors and presentation variety, to take the weight off a handful of primary staff every week,” Olcott wrote. “This gives us the best opportunity to offer the most value to our cadets and boost engagement,” she said, with a goal to retain members while face-to-face meetings are not possible.

Arizona Cadets from Yuma Composite Squadron, Dan Kenney Composite Squadron in Flagstaff, and London Bridge Composite Squadron in Lake Havasu City who accepted Olcott’s invitation were in attendance at the first joint meeting. Members from the Prescott Composite Squadron have attended subsequent meetings.

The first joint virtual meeting started with the usual updates from squadron leadership, then progressed to a holiday safety briefing. After that, Cadet 2nd Lt. Julian O’Connor from the squadron’s aerospace education (AE) team gave a presentation about the Chinese Chang’e 5 and Japanese Hayabusa 2 space missions and the Geminids meteor shower. Following the presentation, the AE team hosted its first *Kahoot!* quiz for cadets and senior members, allowing participants to compete in a quiz using their smartphones.

Cadet 1st Lt. Austin Lindgren, cadet commander at the 388th, oversaw the first successful joint cadet meeting. The squadron plans to continue hosting joint squadron meetings and working with cadet staff from other squadrons to plan and present future meetings. 🇺🇸

Below: Cadets participated in a *Kahoot!* challenge quiz following an aerospace education presentation.

The image is a screenshot of a Kahoot! quiz interface during a virtual meeting. The quiz title is "AE: Space Rocks". The top of the screen shows the quiz progress and a "Next" button. The main area displays the scores for three participants: Cadet Tipton (3440, 4 out of 5), C/AIC Kostas (3667, 4 out of 5), and C/Capt Wilmoth (3357, 4 out of 5). Below the scores, a "Runners-up" section shows MSgt Dic... (4) and C/aic clay... (5). On the right side, a grid of video feeds shows participants in the virtual meeting. The bottom of the screen features a navigation bar with icons for Unmute, Stop Video, Security, Participants (55), Chat (1), Share Screen, Polling, Record, Breakout Rooms, Reactions, and an End button.

Participant	Score	Out of
Cadet Tipton	3440	4 out of 5
C/AIC Kostas	3667	4 out of 5
C/Capt Wilmoth	3357	4 out of 5

Participant	Score	Out of
MSgt Dic...	4	
C/aic clay...	5	



Top: Lt. Col. Floyd Whitehouse placed second in flying hours in Texas Wing.

The Eyes of Texas Are in the Air

by 1st Lt. Roman Vitanza, CAP, Texas Wing

NACOGDOCHES, Texas – During calendar year 2020, Texas Wing pilots have placed in the top three for the most hours flown in the wing. Capt. Anthony Redhead, CAP, from the Apollo Composite Squadron in Georgetown, Texas, and a highly active member in Group V, has set a total of 448.9 flight hours in fiscal year (FY) 2020. Over 200 of his flight hours were self-funded, at the time he was working on building up his hours for his ATP rating and joining the commercial

airline industry. He joined Envoy, a wholly-owned subsidiary of American Airlines, with 1,500.1 hours.

Right: Capt. Anthony Redhead logged 448.9 flight hours in FY 2020.

Redhead got involved with Civil Air Patrol while getting his private pilot license. Once he had completed that, he wanted to find some way to connect flying with community service and found the local squadron, Apollo Composite Squadron in Georgetown, Texas. "The more I learned about CAP, the more I liked it. He started as an assistant to operations at the squadron, later on becoming the assistant in operations in Group V, later becoming the primary. He enjoys being the Group V director of operations, which mainly involves all things related to aircraft in the group. From special missions like intercepts, low level route surveys, Falcon Virgo, to pilot training, emergency services, responding to emergency locator transmitters and cadet orientation rides. Redhead works closely with maintenance to keep as many of CAP's aircraft operational as possible, while also organizing the group-sponsored orientation flights at Georgetown and Stinson twice a month. When asked how it feels to have flown over 448 hours in services to a volunteer organization, Redhead said, "It feels great, it happened coincidentally, definitely not planned. The first half of the year I was building time for the airlines, the second half of the year I didn't fly that much and spent my time working the planning and operational side of the COVID-19 Mission for the wing.

Outside Civil Air Patrol, Redhead worked as a computer engineer for a hi-tech company in Austin, Texas. Helping customers design leading-edge computer chips mainly for communication applications such as cell phones. Redhead also will occasionally moonlight as a Latin DJ, woodworking, and being an all-around jack of all trades. Redhead's advice for cadets who are interested in earning a pilot's license is, "First thing that I would say is get a good understanding of the ground school material. Second, I would say it is important to be dedicated and consistent with your training especially when you first start flying, you will need to fly 2 to 3 times per week to absorb the training well. Lastly, remain patient, you may encounter some bumps on the road and it will probably take longer to complete than you would like. However, it is a major accomplishment and worth the effort."



Second in Texas Wing was Lt. Col. Floyd Whitehouse, CAP, from the 441st Composite Squadron in Granbury, Texas with over 193.2 flight hours in fiscal year 2020, all of which were fully funded missions. Whitehouse got involved with Civil Air Patrol because of a friend he used to fly with in the Air Force, who was also the squadron commander of a local CAP unit. Needing more mission pilots, Whitehouse was asked to visit the squadron, and after a couple of months he was hooked. "This seemed to be a great volunteer organization that I possibly could contribute to and help others". When he first joined CAP, he was assigned an emergency services, alert, and homeland security officer. Later, he picked up a finance and maintenance officer role. Since then, he has served as deputy commander and commander of the 441st Composite Squadron. As to aviation, he worked his way from mission scanner, through observer, and all the way to mission check pilot examiner and Green Flag Pilot. More to the point, he enjoys flying and participating in all emergency service roles that he receives tasking from the Air Force, as well as federal and state agencies, whether it is search and rescue training at the squadron level, flying COVID-19 missions, hurricane disaster recovery missions at the wing level, or combined force exercises like Green Flag at the national level.

Before joining CAP, Whitehouse spent 30 years in the United States Air Force and the Air Force Reserves flying F-4s, F-111, and F-16s, as well as instructing in the T-38. Retiring as the assistant to the J-5, Director of Plans & Programs NORAD. Also, while flying with the USAF Reserves, he worked for Lockheed Martin, retiring from there as one of the technical directors on the F-35 program. Outside CAP, he is the owner and operator of a small Angus, commercial cow-calf operation, marketing to buyers for feedlots in the Midwest.

When asked about how he felt about having the second most flight hours, Whitehouse said, "I really hadn't paid much attention to how many hours I had flown. The fact that it's only 193 hours is pretty under-whelming. It just goes to show the impact the virus has had on CAP flying." Despite the additional COVID-19 test and PPE delivery missions, CAP has lost participation in numerous Air Force and Army exercises, counter drug, search and rescue exercises, and cadet orientation sorties. Whitehouse is partial to Green Flag missions and close air support missions because of his Air Force background, but looks forward to participating in all new and future missions in which CAP will be able to participate.

Whitehouse is also one of Civil Air Patrol's Green Flag pilots, one of the most exciting emergency services qualifications. Green Flag is a close air support exercise conducted at both Fort Polk, Louisiana, and the National Training Center in Fort Erwin, California. Using Cessna 182s and 206s as surrogate Predator and Reaper Remotely Piloted Aircraft (RPA), Green Flag pilots support realistic and cost-effective training of both ground based and airborne forward air controllers. "To be able to provide the most realistic training possible to these men and women serving our country before they ship out for real is one of the most fulfilling missions I have performed so far in CAP," he said. Green Flag Commanders have received letters from these controllers writing from the war zone, thanking them for the training they received to accurately put forces on targets, saving American and Allied lives.

Here is his advice to cadets who are interested in earning their pilot's license: "I hope you have a true passion for flight. That after you achieve it, don't let it lapse. It should be that first stepping stone that launches you off on your life-long ambition in aviation, be it military, airline, sport aviation, or all of the above. Use this pilot license process to learn all the details of flying from principles of flight and aircraft systems to the rules and regulations of flying. This process will carry you throughout your flying career. Through CAP, you will be far ahead of your contemporaries."

Third in Texas Wing is Maj. Robert Henderson, CAP, from El Paso Composite squadron in El Paso, Texas. With over 148.5 flight hours in fiscal year 2020, 108.5 hours of which were fully-funded missions. Henderson got involved with the Civil Air Patrol while visiting a local airshow and spending over an hour talking with one of the CAP pilots.

Henderson has participated in both Texas Wing and New Mexico Wing events because of where he lives in Texas. All his mission pilot training was done during New Mexico search and rescue exercises, while he built up his flight hours and participated in border flights for the counter



ry 2021

drug program. In Civil Air Patrol he focuses mainly on mission pilot and search and rescue exercises. He prefers the more hands-on aspects of the organization, maintenance officer, counter drug coordinator for Group I, and the flying, rather than the administrative aspects.

Left: Maj. Robert Henderson logged over 148.5 flight hours in fiscal year 2020.

His favorite aspects of Civil Air Patrol are the comradery amongst members during both their in-person meetings, and their more recent online meetings. Specifically, enjoying the occasional outing with fellow senior members to local restaurants for dinner. Even during the pandemic's forced online activities, they still make sure to toast to each other during their virtual meetings.

His participation with CAP is year-round, but outside of CAP, he volunteers his time with a nearby ski area, Ski Apache, where he has worked weekends during the ski season for the past 50 years. During his professional life he worked at a dental practice until

he retired in September of 2019. Outside of retirement and volunteering, he enjoys hiking, visiting with his children, traveling, occasional scuba diving, and right now working on a kit plane project in his garage, a Kitfox series 7.sF.

He enjoys best the Civil Air Patrol's Falcon Virgo missions, and he recalls with pleasure the Falcon Virgo operations in El Paso, working with 6 pilots split between El Paso and Las Cruces who were committed to flying 24 hours a day for 4.5 days to help train National Guard units using the Avenger systems.

His advice to cadets who are interested in earning their pilot's license is, "I would suggest checking into whatever program is available to reduce the cost of learning. The ideal 'free' way to learn to fly would be the Air Force academy. Next would be the glider program to see if they really like it. Of course, the Cadet "O" rides are a great intro. Another way that I have recently heard about is if 4-5 people in the same area want to learn to fly, then consider buying a 'budget' plane to reduce hourly costs. If not that, CAP plane dry 'cost' plus fuel is next best. Learning to fly is not cheap, but it can be done. El Paso Cadet Squadron now has two graduates flying in regional airlines. Both decided to make it their career, and 'went for it...' and got it done. It can be done, if you have the desire. For me, learning to fly was difficult many years ago. I struggled again during my instrument course. Both times, I persisted, got through the course, and went out to fly more for practice and proficiency on my own to hone my new skills. There is a lot of ground school to learn. Tell cadets that you eat the elephant one bite at a time, until it is all gone." 🍌

Right: During a virtual session for Deer Valley Squadron cadets working to earn the model rocketry badge, Cadet Capt. Brenden Miller displayed model rockets that he has constructed. (Photo: Cadet Capt. Brenden Miller)

Arizona Wing Cadets Pursue STEM Achievements

by Cadet Maj. Weiss O'Connor, CAP,
Arizona Wing

PHOENIX – For cadets, among the greatest losses in the transition to virtual meetings in March has been the flexibility to work toward individual interests. Though they are rarely considered to be core elements of the cadet program, the ability to discover unique paths in Civil Air Patrol is key in long-term membership retention.

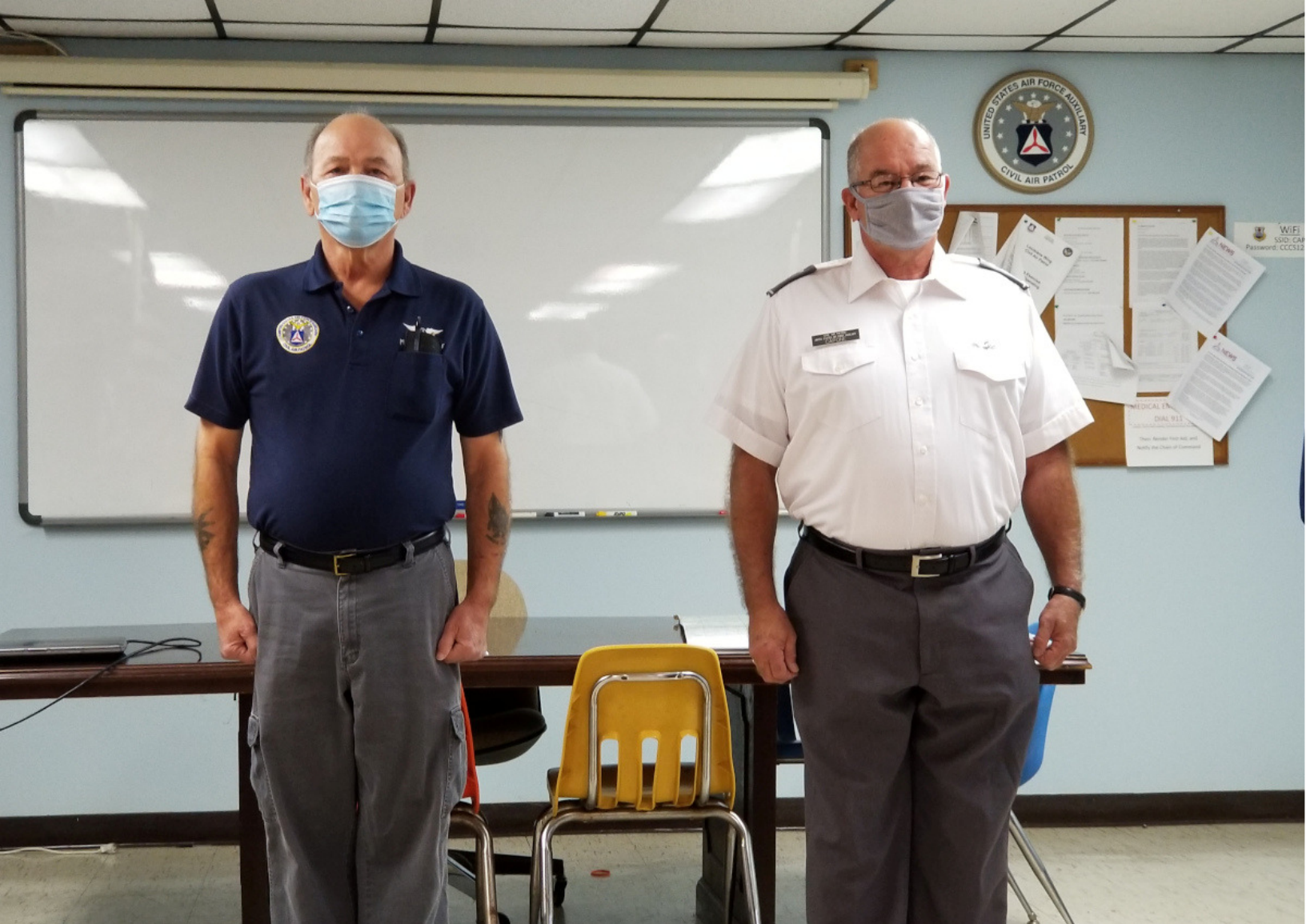
For Deer Valley Composite Squadron 302 in Phoenix, interest-based groups have been a mainstay since the last in-person meeting in the spring. Led entirely by cadet staff members who are experienced and passionate about the topic, groups have centered on Small Unmanned Aircraft Systems (sUAS) operations, the Agility Prime challenge, Emergency Services, and more. Currently, cadets are working to complete the academics and fundamentals of the model rocketry badge or prepare for the amateur radio (HAM) technician class examination.

For those cadets who elected to begin the model rocketry program, preparing for the online exams was the first step. This was easily achieved through the virtual meeting platform. When it came time to begin the basic launches, the natural challenges of Zoom arose. Cadets had selected this track, which gave them a personal buy-in to complete the tasks put before them. With steadfast assistance from their mentor, Cadet Capt. Brenden Miller, cadets in this group completed their first vital checkpoint – stage 1 rockets. “Compared to former classes, there’s a real difference,” says Miller, “but this group has really shown its commitment.”

The other option, working toward a technician class amateur radio license, also began heavily with academics. The distinguishing factor between these interest-based groups and a more typical whole-group Aerospace Education activity has most certainly been each cadet's personal motivation in choosing that track in the first place. Through two months of HAM Radio briefings and test preparation materials, Deer Valley cadets have shown their resolve to earn FCC qualifications. For many cadets in this track, it is the reality that they will have something concrete to show for their time in the “lost months” of 2020. Whether they seek to pursue mission radio operator qualifications within CAP or higher classes of amateur radio licenses, meetings have transitioned from obligatory to personally advantageous.

The strain that COVID-19 has put on senior and cadet leaders within the cadet program has been immense, and appealing to every cadet is a daunting task that at times might seem impossible. By capitalizing on the passion of cadet staff members and their desire to share their knowledge, these more senior cadets have remained engaged. Squadron 302's cadet-led interest-based groups have unlocked the key to a personalized experience during a uniquely difficult time. 📺





Top: (L-R) Lt. Col. Mark Ducote after relinquishing command of the squadron to Lt. Col. Brian Capone. (Photo: 2nd Lt. Ethan Bateman, CAP)

Louisiana Wing Squadron Hosts a Change of Command Ceremony

by 2nd Lt. Ethan Bateman, CAP, Louisiana Wing

BATON ROUGE, La. – On November 2, 2020, Civil Air Patrol's (CAP) Capitol City Composite Squadron based out of Baton Rouge, Louisiana held a change of command ceremony.

The ceremony included handing over the unit ensign from Lt. Col. Mark Ducote to Lt. Col. Brian T. Capone, symbolizing the passing of command of the squadron from one officer to another.

After assuming command, Capone said, "I look forward to assuming command. There are big shoes to fill as Lt. Col Ducote has carried the Squadron for many years and we thank him. I will do my best to support and continue the fine traditions of Capitol City Composite Squadron."

Capone has been a member of CAP for 35 years. He retired from the Marine Corps at the rank of Lt. Col. and has also worked for the Louisiana Department of Aviation and Federal Aviation Administration. Before taking command of the squadron, Lt. Col. Capone served as the squadron's standardization and evaluation officer.

Ducote handed over command of the squadron after having served five years as the squadron commander. He has been a CAP member for 25 years, and served as the squadron commander since October 2015. He has served in both the Army and the Navy, and will now serve as the squadron's supply officer. 🇺🇸



Top: Cadet Chief Master Sgt. Hunter Mamawal (left) accepts the 2019 Air Force Association Squadron Cadet of the Year Award on behalf of Cadet Chief Master Sgt. Sean Cuellar-Hatcher, presented by Air Force Association State President USAF Lt. Col. (ret.) Fred Harsany. (Photo: Maj. Mary A. Fox, CAP)

New Mexico Wing Squadron Host Virtual Award Ceremony

by Maj. Mary A. Fox, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On December 17, 2020, Albuquerque Heights “Spirit” Composite Squadron held its annual winter awards ceremony. This year, despite the challenges of the COVID-19 pandemic, the squadron held its first virtual award ceremony via Zoom.

Squadron Commander Maj. Mary A. Fox tasked Cadet Chief Master Sgt. Hunter Mamawal with planning the event. Mamawal, in turn, tasked squadron safety officer Capt. Karen Barela with inviting the dignitaries: CAP National Commander Maj. Gen. Mark E. Smith, and New Mexico Wing Commander Col. Annette Peters. Squadron Administrative Officer Lt. Col. Beverly Vito hosted the virtual social hour for senior members, with Cadet Chief Master Sgt. Trevor Anderson hosting the cadet social hour, both running from 6:00 to 6:25 p.m. Squadron Professional Development Officer 2nd Lt. Kurt “Randy” Roth put together a “year in review” slide show, and Cadet Sponsor Member (CSM) Michael Mamawal served as the evening’s Master of Ceremonies.

Maj. Gen. Smith spoke of the challenges of conducting CAP business virtually, along with the success of CAP’s COVID-19 assistance mission, which has been ongoing since April 2020. Col. Peters encouraged the members to remain strong, despite the virtual meetings and other challenges presented by COVID-19. She also congratulated the squadron for the part they played in the COVID-19 assistance mission, where squadron members provided more than 800 volunteer hours, out of the 10,000 hours logged by New Mexico Wing. Additionally, Central New Mexico Group Commander Lt. Col. Michael E. Eckert and Northern New Mexico Group Commander Lt. Col. Andrew F. Selph provided encouragement to the squadron, since it began meeting virtually on March 19, 2020.

The Fly-By, Southwest Region, January 2021

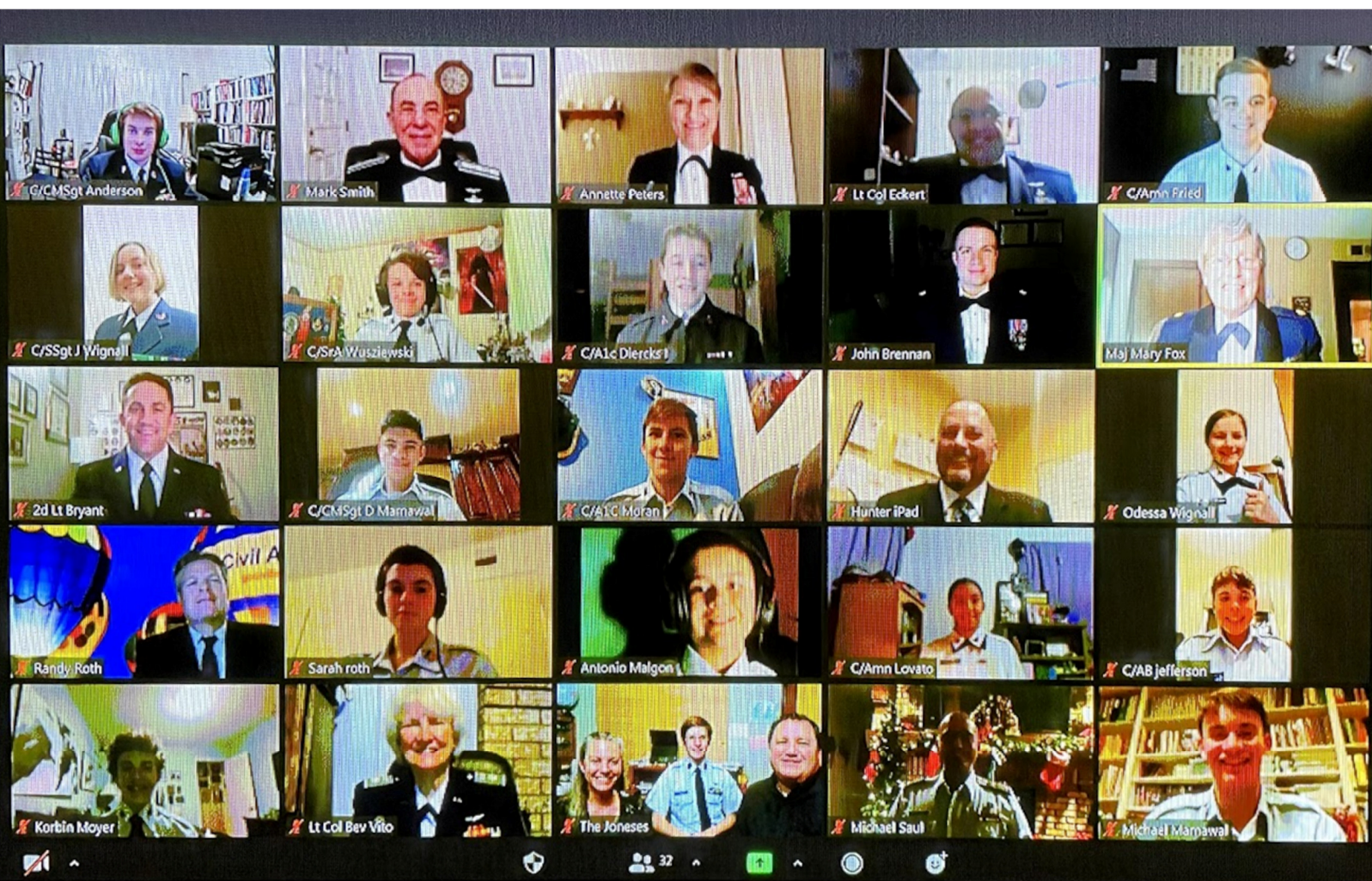
The awards ceremony began with the 2019 Air Force Association (AFA) Squadron Cadet of the Year Award, presented to Cadet Chief Master Sgt. Sean Cuellar-Hatcher by USAF Lt. Col. (ret.) Fred Harsany, Air Force Association State President, Albuquerque AFA Chapter President, and former New Mexico Wing State Director. (Accepting the award for Cuellar-Hatcher, who was studying for finals, was Cadet Chief Master Sgt. Hunter Mamawal, the current squadron Flight Commander.)

The squadron then recognized two Wright Brothers Awards (signifying completion of Phase I of the Cadet Program), four senior members who completed Level I training, and one Grover Loening Award (signifying completion of Level III). Since the first of the year, the squadron has promoted 44 cadets – 30 of which occurred during the pandemic quarantine – and qualified two mission radio operators, one mission scanner and one ground branch director. Additionally, three cadets earned their Model Rocketry Badge.

Maj. Fox congratulated all members who helped the squadron earn CAP's Quality Cadet Unit Award for the ninth consecutive year, and CAP's Aerospace Education Excellence Award for the 12th consecutive year, under the direction of Squadron Aerospace Education Officer Capt. Rene Larricq.

Although COVID-19 has stopped many daily activities, it has not stopped the squadron, whose members that will continue to strive for excellence in 2021, overcoming the challenges of the pandemic. 🇺🇸

Below: Group photo of all who attended the Winter Awards Ceremony. Dignitaries included CAP National Commander Maj. Gen. Mark Smith (top row, second from left), New Mexico Wing Commander Col. Annette Peters (top row, center), and Central New Mexico Group Commander Lt. Col Michael E. Eckert (top row second from right). Helping to plan and execute the event were Squadron Commander Maj. Mary A. Fox (second row, right), CSM Michael Mamawal (third row, second from right), 2nd Lt. Randy Roth (fourth row, left), and Lt. Col. Beverly Vito (fifth row, second from left). (Photo: Courtesy of Mr. Jonathan Fox)





Top: (L-R) CAP 1st Lt. Sheldon Ross, acting in his capacity as an employee of the Arizona Department of Emergency and Military Affairs, and 1st Lt. Mike Ricker flew a COVID-19 test kit transport mission from Yuma to Phoenix in the Scottsdale Squadron's newly assigned Cessna 182 on October 17, 2020. (Photo: Yuma FBO ramp agent)

Arizona Wing Unit Breaks in New Plane Flying a COVID-19 Mission

by Capt Lisa Nolan, CAP, Arizona Wing

SCOTTSDALE, Ariz. – Not all things in 2020 are on the “we’d rather forget it ever happened” list. In fact, for Scottsdale Composite Squadron, flying missions in October and November included the exhilaration of breaking in a brand-new Cessna 182.

On October 17, Scottsdale Squadron’s new plane, N806CP, flew a transport mission carrying 706 COVID-19 test kits from a Yuma, Arizona, testing facility to Deer Valley Airport in north Phoenix, where they were picked up by an Arizona State University medical courier to be taken to a lab for processing. Test results were returned within 24-36 hours, but would have taken a day or more longer had they not been transported on the Civil Air Patrol plane. Deer Valley Squadron Commander 1st Lt. Mike Ricker was the pilot, flying with 1st Lt. Sheldon Ross, Scottsdale Squadron’s safety, emergency services and disaster preparedness officer.

However, in this situation, Ross was the “customer,” not flying as a CAP member. Ross works for the Arizona Department of Emergency and Military Affairs (AZDEMA), where he serves as the deputy operations chief for the task force on mobile COVID-19 testing. He has been the primary point of contact between Arizona Wing and AZDEMA for transport and other missions related to the coronavirus pandemic.

“The Civil Air Patrol Arizona Wing missions continue to play a vital role in Arizona’s battle against COVID-19,” Ross said. “By [CAP] transporting key Department of Emergency and Military Affairs and Arizona National Guard operations and logistics personnel, the state is better able to plan and support testing and vaccination distribution sites across the state. The transport of coronavirus collection kits by CAP ensures that the labs are able to turn around tests quicker to get the results back out to our county and tribal health departments for better contact tracing, which helps to control the spread.”

The new plane and various crew members have experienced some non-COVID-19 missions, too. On November 14, a crew was sent out to perform a smoke visibility reporting mission, flying

The Fly-By, Southwest Region, January 2021

north from Phoenix along Interstate Highway 17. This mission was requested by the DEMA State Emergency Operations Center because wildfires were happening in the northern part of the state.

On the day before Thanksgiving, the plane was used to fly along the same interstate highway, but this time monitoring and reporting any issues regarding holiday traffic to the Arizona Department of Transportation.

Also in November, Scottsdale Squadron's Capt. John Huls transported an Arizona Department of Public Safety officer on a flight to Payson, about 90 miles northeast of Phoenix, to inspect a new COVID-19 testing site. The DPS officer also used the flight to observe the extent of the "burn scar" resulting from wildfires that took place during the summer months.

Scottsdale Squadron Commander Capt. Aaron Feller got the feel of the squadron's newly assigned aircraft when completing his "Form 5," the pilot flight evaluation check ride also in November. His first impression of the 182, compared to the Cessna 206 previously assigned to the squadron was emphatic: "It climbed like a rocket," Feller said.

"As Arizona Wing has begun to upgrade its fleet of planes, we are fortunate to have acquired the brand-new Cessna 182, which has a high-performing Garmin G1000 NXi avionics package," Feller said. "It loads incredibly fast at start up and is an outstanding asset that has additional computing capacity to allow for future expansion and add-ons. We will be able to load flight plans directly from an iPad, making the start-up procedure that much quicker. With only three planes in the Arizona Wing that are fitted with this advanced-avionics package, we feel very lucky to have this incredibly robust and responsive capability for our missions." 🇺🇸

Below: (L-R) David Rosales from the Arizona Department of Emergency and Military Affairs and Capt Jim Stallings of Scottsdale Squadron 314 load a container of COVID-19 test kits during a transport mission in November 2020. (Photo: Brian Douglas, Gila County Emergency Management)





Top: Santa Fe Composite Squadron's new hangar space. (Photos: Capt. Allan Wood, CAP)

Santa Fe Composite Squadron Gets New Hangar Space

by Maj. C. John Graham, CAP, New Mexico Wing

SANTA FE, N.M. – After moving out of a World War II-era hangar and meeting space at the Santa Fe Airport several years ago, the Santa Fe Composite Squadron came to an agreement with Signature Flight Support, whereby Signature would provide hangar and radio room space, in exchange for CAP purchasing aircraft fuel from the Fixed Base Operations (FBO). The squadron was initially provided an east-facing T-hangar (named after its shape), but a move to another hangar was later required, forced by Signature customer needs. The latter T-hangar had some issues, but the squadron made do.

The Fly-By, Southwest Region, January 2021

In early 2020, the New Mexico State Police moved their helicopter operation to Albuquerque, vacating a hangar and two adjacent offices. One of the Santa Fe Composite Squadron pilots, Capt. Allan Wood, arranged to keep his personal aircraft in this hangar, but there was room for more planes. Through a series of conversations, availability of this hangar came to the attention of Wing staff and New Mexico Wing Commander Col. Annette Peters, and negotiations resulted in an agreement with Signature for CAP to use the hangar and attached offices.

Squadron Commander Lt. Col. Angie Slingluff tasked Maj. Glen Nicolet and Capt. Wood to coordinate the move of cabinets, furniture, equipment, radios, and antennas to the new location. Time was a factor, since Signature wanted to rent their T-hangar. Capt. Wood conducted a thorough risk assessment using CAPF 160, Deliberate Risk Assessment Worksheet, that addressed the physical hazards of moving and lifting heavy items, working on a ladder to install antennas, and controls to mitigate the COVID-19 risk. Col. Peters concurred with proceeding with the move, including approval of the squadron commander's risk assessment.

The move began on November 19, and continued into the following week. Maj. Nicolet and Capt. Wood were assisted in various phases by Maj. John Graham, Capt. Dave Staples, and Capt. Alan Eckert, with Capt. Eckert leading the antenna installation. Capt. Wood installed new locks on the doors. All activities were completed safely and with appropriate health precautions.

The hangar is heated, and occasionally may be shared with Signature customers. One of the office spaces is designated as a radio room, while the other will be used for flight planning and preparation as well as storage for Aerospace Education materials. The indoor facilities (including a restroom), plus hangar and nearby ramp parking, will allow Santa Fe to again serve as a mission base.

Lt. Col. Slingluff said, "This is an excellent facility for CAP use. It is large enough that a Search and Rescue Exercise team can fit comfortably when we get back to in-person exercises. It is also possible to socially distance wearing masks for small team meetings (five or fewer member) or training. Thank you, Col. Peters and Capt. Wood and team for making this move possible."

Squadron meetings are currently held virtually, via Microsoft Teams and, when safety and health conditions allow, will resume at the New Mexico National Guard facility at Santa Fe. 🇺🇸

Below: The squadron's new office space and radio room.





Top: The blood donation center intake and post-donation rest areas were set up in the hangar at the 388th Composite Squadron in Glendale, Arizona. *(All photos: 338th Composite Squadron Public Affairs Staff)*

Below: Members of the 388th Composite Squadron were briefed by Arizona Wing Director of Safety Lt. Col. Corey Stohlquist (second from right) on safety precautions prior to the opening of a blood donation center event.

Arizona Wing Focuses on Safety During the Red Cross Blood Drive Mission

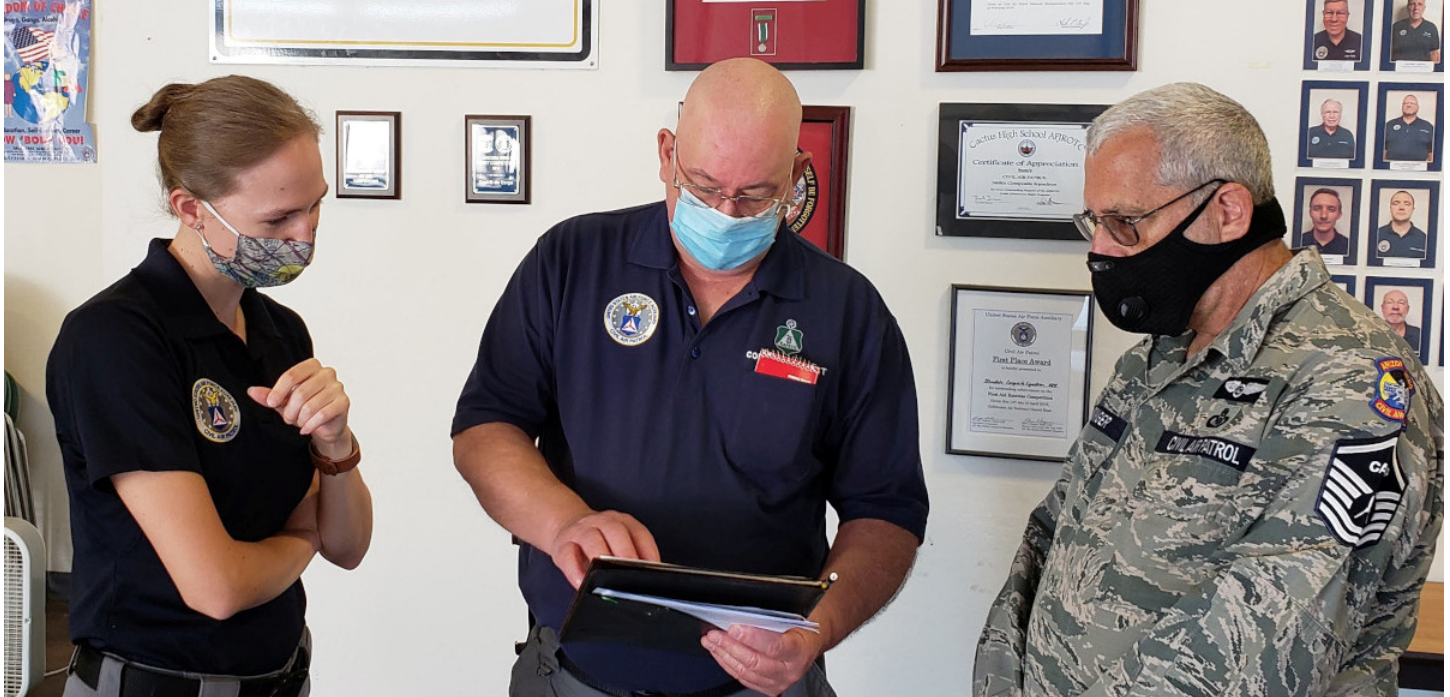
by Lt. Col. Corey Stohlquist, CAP, Arizona Wing

PHOENIX – When Arizona Wing opened its COVID-19-related emergency blood donation center mission in early March 2020, there were no precise known safety precautions. The mission safety officer (MSO) researched online at the Centers for Disease Control (CDC) website and sought guidance from the Arizona Wing health services officer when completing the CAP risk assessment worksheet (CAPF160) and the incident action plan safety analysis (ICS 215A) forms. Once the precautions were established, the MSO participated in several video conferences with the Division Chiefs and Incident Commander (IC) Lt. Col. (Dr.) Robert Ditch, CAP.

Early in the mission, the MSO checked out CAP safety procedures and those of the American Red Cross to fine-tune mission procedures and rigorously evaluate them to see if any changes were immediately required. The hands-on work established that the mission procedures and those of the American Red Cross were more than adequate to prevent any cross-infection of CAP personnel and donors, knowing that the MSO would need to continually monitor conditions and make regular changes.

For each operation, the MSO briefed each safety officer on the procedures and answered any questions.





Above: Lt. Col. Corey Stohlquist, Arizona Wing director of safety, briefed 388th Composite Squadron Commander Capt. Klara Olcott (L) and Deputy Commander for Cadets Master Sgt. George Risinger (R) on COVID-19 and blood-borne pathogen safety precautions prior to a blood donation event at the squadron.

After this, the MSO took on more of an administrative role, scheduling and briefing designated safety officers prior to each individual mission, maintaining and updating electronically the CAPF160 and ICS 215A forms in WMIRS as the mission progressed, taking into account changing COVID-19 phase circumstances and the weather, and filling in when there were cancellations or no one was available. At all times, the MSO was available to answer questions and offer assistance, as well as conduct briefings.

The MSO also created an “MSO” email list from eServices in order to announce staffing opportunities equally to all MSO-qualified personnel in Arizona Wing.

The staffing at a squadron donation site was typically the division chief, MSO, and one or two mission staff assistants, who often were a mix of senior members and cadets. The Red Cross and the MSO briefed all MSAs on safety procedures, and then assisted with check-in of CAP personnel who were on duty as well as potential donors.

In FY2020, the mission had contact with 1,613 donors (including potential donors who were screened but could not donate). There were no COVID-19 cross-infections to CAP personnel, thereby proving that the Arizona Wing Safety Team had implemented the right safety procedures.

In all, CAP MSOs donated a total of over 287 hours. This figure includes scheduled blood donation missions across Arizona that occurred on practically every day of the week at different locations, sponsored by different CAP squadrons. Not included were staff MSO working hours.

Many CAP members worked as MSOs, including (* indicates multiple missions): Maj. Ron Marks*, Maj. Steven Hulland, Sr.*, Master Sgt. George Risinger*, Capt. Aaron Feller, 1st Lt. Sheldon Ross, Maj. David Roden, Lt. Col. Linda Yaeger*, Capt. Klara Olcott*, Maj. Kenneth Smith*, Capt. Clarence Rebello, Lt. Col. Corey Stohlquist*, S.M. Harold Satterlee*, Capt. Robert Swann*, Lt. Col. David Mickle*, Capt. Dolly Mickle*, Lt. Col. Carol Schaub Schlager*, and Lt. Col. John Kruger, Jr.

Those working behind the scenes on mission staff were: IC Lt. Col. (Dr.) Robert Ditch; FASC Lt. Col. Linda Yaeger; FASC-T Capt. Klara Olcott; MSO Lt. Col. Corey Stohlquist; and, Public Information Officer Maj. Margot Myers.

This has been a valuable real-world exercise for Arizona Wing mission safety officers, one that continues in the new fiscal year. The wing safety team also has supported two additional COVID-19-related missions involving food delivery for the Maricopa County Health Department and transporting people and COVID-19 test kits and samples for the Arizona Department of Emergency and Military Affairs. 🇺🇸



Top: During the ceremony, incoming Commander 1st Lt. Jud Ergle accepts the squadron's guidon while Cadet Chief Master Sgt. Evie Morgan and Lt. Col. Miles look on.

Louisiana Wing Squadron Hosts a Change of Command Ceremony

by 1st. Lt. Jo Lynn Ergle, CAP, Louisiana Wing

NEW ORLEANS – On November 16, 2020, at the Lakefront Airport, Civil Air Patrol's (CAP) Alvin Callender Composite Squadron held a change of command ceremony.

During the ceremony, Lt. Col. Floyd Miles, Jr. relinquished command of the squadron to 1st Lt. Frontis "Jud" Ergle. Former Louisiana Wing Commander Col. Mary Berkowitz was the officiating officer.

First Lt. Ergle had served as the squadron's deputy commander for the previous two years. During that period, his training was planned with his future command position in mind.

A change of command ceremony is a military tradition that formally signifies a unit's transfer of command responsibility from one officer to another. This act is symbolized through the passing of the unit's flag or guidon.

The Fly-By, Southwest Region, January 2021

The ceremony was a milestone for the squadron, since Lt. Col. Miles had commanded the unit for eleven years.

Louisiana Wing Commander Col. Patrick Yglesias could not be present for the event. Acting on his behalf, Col. Berkowitz presented the CAP Commander's Commendation Award to Lt. Col. Miles in recognition of the latter's dedicated and exemplary service.

After taking a break from service, Lt. Col. Miles plans to remain active with the Alvin Callender Composite Squadron

In attendance were squadron members and their families, current CAP members from nearby units, and former members who had been cadets when Lt. Col. Miles had been a CAP cadet over thirty years before. Lt. Col. Miles reflected on his time as commander saying, "I cannot thank you enough for your dedication and commitment to the CAP program. It has been an honor to lead this squadron."

Lt. Col. Miles then welcomed 1st Lt. Ergle to the squadron commander level, sharing his confidence in the new commander's knowledge, skills, and abilities. "I know you are excited to take command, and you will do great things to take care of this squadron. I hope you create wonderful memories that will last for many years to come," Miles said. 🇺🇸

Below: Fifty-year member and former Wing Commander Col. Mary Berkowitz presents Lt. Col. Floyd Miles, Jr. with the Commander's Commendation Award on behalf of the Louisiana Wing Commander.





Top: In Phoenix in May 2017, (L-R) Capt. Brian Tucek, Maj. Angelo Rossetti, and Lt. Col. Pete Feltz set up and staffed a STEM Kit display during an open house at Deer Valley Composite Squadron. (Photo: Maj. Margot Myers, CAP)

In Memoriam – Lt. Col. Peter Feltz, CAP

by Maj. Margot Myers, CAP, Arizona Wing

PHOENIX – A mainstay of the Arizona Wing's aerospace education program, Lt. Col. Peter Feltz died on January 3, 2021, at the age of 91.

Feltz joined Civil Air Patrol in March 1987. He was recruited for his HAM radio skills and immediately started teaching a popular communications class with hands-on skills training. Wanting to broaden his CAP experiences, he pursued mission scanner, then observer training to take part in squadron flying operations. After a few operational missions, the left side of the cockpit captured his interest and he pursued ground school, then flight training. He was a mission pilot and cadet orientation pilot for many years, and had logged nearly 1,400 flight hours.

His first assignment as an assistant wing aerospace education officer came in January 1990. The aerospace education program was where he made his home in Civil Air Patrol, serving in either primary or assistant roles until June 2020. Over 33 years as a member, he also served as a squadron commander, group commander, and at the wing as chief of staff, vice commander, director of operations, and plans and programs officer.

He held master ratings in the aerospace education, communications, and plans and programs CAP specialty tracks, as well as technician ratings in the command and emergency services tracks. He earned the Gill Robb Wilson Award in November 1994 and was promoted to Lt. Col. In February 1998.

Feltz was born in Chicago in 1929 and lived there until 1957 when he relocated to Arizona, where he worked as a licensed insurance agent for more than 50 years. He was a U.S. Army veteran who served in an active combat zone in Korea for 18 months, meriting the U.S. Army Korean Service Medal with three campaign stars. His Civil Air Patrol awards and decorations included 10 commander's commendations, three exceptional service awards, group commander and senior member of the year awards, the Arizona Wing ACE Award, the A. Scott Crossfield Award, and the 2005 Southwest Region Frank G. Brewer-Civil Air Patrol Memorial Aerospace Award.



Above: (L-R) During Aviation Day at the state capitol in January 2018, Arizona Wing Aerospace Education team members Lt. Col. Pete Feltz, Capt. Klara Olcott (in a CAP uniform from the early 1940s), Lt. Col. Dave Gregor, and Lt. Col. Fred “Fritz” Seifritz provided information to state legislators and their staffs. (Photo: Maj. Margot Myers, CAP)

He and Lt. Col. William Turner were the Arizona Wing Aerospace Education external team for many years and developed an aerospace education museum in a travel trailer. This display appeared at air shows, conferences, schools, libraries, and aviation functions throughout Arizona and the Southwest Region. The most memorable part of this exhibit was 27 mannequins dressed in military uniforms of the various U.S. military branches. The collection grew as individuals offered their relatives’ uniforms along with stories about them that were displayed on a card. Feltz continued to mount displays at a variety of events, often with his internal Aerospace Education program partner, Lt. Col. Fred “Fritz” Seifritz, who died in June 2020.

Feltz and Turner also organized a \$3,500 donation from Arizona Wing to the Commemorative Air Force in Mesa to paint a Korean War-era Aeronca in CAP livery. Since it was not a WWII-vintage plane, it did not get the familiar yellow color but rather the gray of the 1950s era. According to the current Arizona Wing Director of Aerospace Education Maj. Ron Marks, he and Wing Historian Lt. Col. Bob McCord are working on a display involving that airplane, which has recently been taken off flying status.



Above: Lt. Col. William Turner (L) and Lt. Col. Pete Feltz (R) presented a check from Civil Air Patrol to a member of the Commemorative Air Force Museum team to support the repainting in CAP livery of a Korean War-era Aeronca. (Photo: CAF Public Affairs)

“We will be building a permanent display in the CAF Museum to honor CAP’s role in WWII using the memorabilia from Pete’s work in that trailer,” Marks said. “I was able to let Pete know before he passed that we would be memorializing his work in a permanent display for generations to see. He was very pleased and thankful that it would be preserved.”

Feltz had a national impact on aerospace education efforts through his work with the National Congress on Aviation and Space Education. This aerospace education conference was presented annually by CAP, the Air Force Association, and the Aircraft Owners and Pilots Association. It brought together educators from around the nation to learn from a variety of gifted speakers and motivational teachers. Aerospace-oriented, hands-on activities for all grade levels were offered by educators showcasing new learning tools to capture students’ imagination.

One of Feltz’s most historically valuable contributions was as a staff member for NCASE where he spent 12 years as the interviewer for a series of “living history” videos. He interviewed several astronauts including Buzz Aldrin. He documented award-winning teachers of the year and other distinguished guests who attended these annual conferences. One such guest was Scott Crossfield, the 1950s-era, pre-NASA pilot who logged 100 rocket flights and was a strong supporter of CAP. Feltz was able to complete 12 interviews yearly for a total of 144 interviews documenting the personalities behind decades of aerospace history. He transferred these recordings to DVD and arranged for them to be available to future researchers through the archives at CAP National Headquarters.

“Pete was a great friend to aerospace education here in Arizona,” said Marks. “He mentored many AEOs including me. He was a great asset to our team providing guidance and advice.” 🇺🇸



Top: Birdseye view of the USS Midway carrier deck from the “island” third deck. (Photos: Yuma Composite Squadron 508, Arizona Wing)

Guest Editorial

On the Road with Arizona Wing’s ‘Dr. Bob’ in San Diego, California

by Lt. Col. Bob Ditch, CAP, Arizona Wing

SAN DIEGO – While on the road visiting aerospace museums across the country, I have discovered some with incredibly unique bragging rights and inspirational claims. Many can allege that they have had visitors from all around the world tour their vestiges of aerospace and military aviation history. Others can brag also that they have aviation artifacts, aircraft, and exhibits gathered from all around the world. Fewer can claim that they contributed to aviation history. But only a few of these treasure troves in aviation history can say that they have actually traveled themselves around the world to accumulate treasures while also being a part of making history.

What? A traveling museum that has been part of history? One that can stand by all four of these claims is the aircraft carrier and aviation museum USS Midway. Nestled alongside the Navy pier in California’s San Diego harbor, it is one of our nation’s true heroes, a history-making warfighter, and awe-inspiring aerospace museum.

The USS Midway was first commissioned on September 10, 1945, one week after the end of World War II, and has served in the Korean War, Vietnam War, Operation Desert Storm, and many other Cold War interventions.



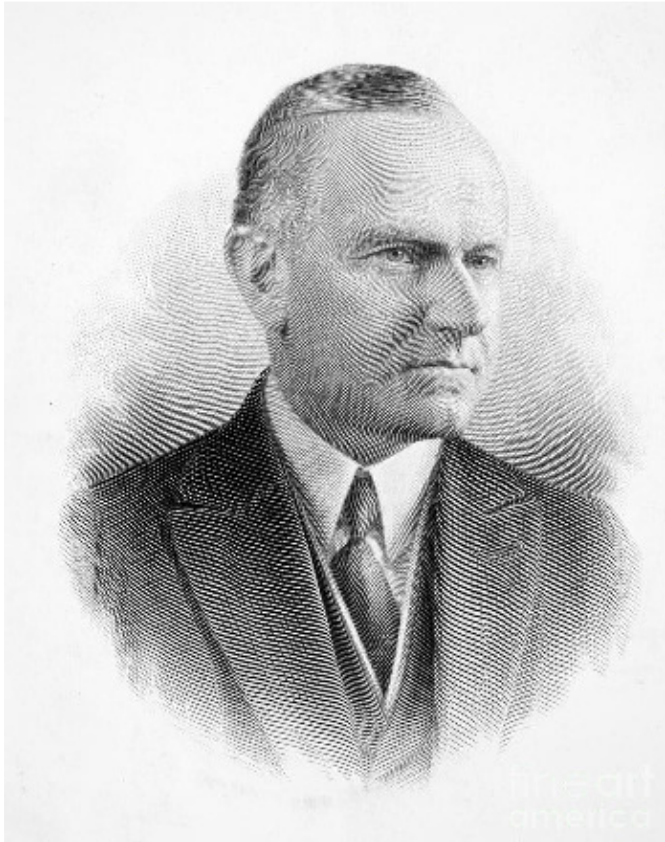
Above: Cadets from Yuma Composite Squadron 508 demonstrate the “Launch” signal for catapulting a Navy aircraft off an aircraft carrier.

Opened as a museum in June 2004, the USS Midway was America’s longest-serving aircraft carrier of the 20th century. Today, the interactive museum is an unforgettable adventure for any and all guests who walk in the footsteps of the 225,000 young men who served on the ship. Visitors explore a floating city at sea, its amazing flight deck, 29 restored combat aircraft, and flight simulators. Also, they are inspired in the Battle of Midway Theater, where attendance is included in the price of admission, as is a self-guided audio tour narrated by docents who are former Midway sailors, holding retired rank from senior chief petty officer to admiral. On the flight deck, many exhibits are hosted by retired, combat-experienced Naval aviators, many with the rank of captain.

The museum has also been the aerospace education host for hundreds of Southwest Region Civil Air Patrol cadets who have visited for both day trips and overnight experiences, berthing in the many open bay lodging locations on the warship. For more information on these and many other great hangar deck and flight deck experiences, check out the main museum website at www.midway.org.

If you have more time, read Maj. (Dr.) Bob Kaye’s [article](#) about the Yuma Composite Squadron 508’s visit to the museum in October 2018 or the [article](#) by then-Maj. Mark Schadt in The Fly-By about the Deer Valley Composite Squadron’s visit to the Midway in May 2018.

Visiting the Midway is a once-in-a-lifetime experience in San Diego, a port city known around the world as “Navy Town, USA.” If you are ever in San Diego and are looking for a grand opportunity to visit history, and experience naval aviation, check out this historic monument to our nation... while *On the Road*. 🇺🇸



**"Nothing in this world can take the place of persistence. Talent will not; nothing is more common than unsuccessful people with talent. Genius will not; unrewarded genius is almost a proverb. Education will not; the world is full of educated failures. Persistence and determination alone are omnipotent."
-Calvin Coolidge**

Top: President Calvin Coolidge's exhortation on the value of persistence. (Photo: Reddit.com)

Guest Editorial

Press On

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – My late mother had a favorite saying: "I have never had to work so hard to [insert task here] in my entire life!" That was her way of venting against a seemingly simple task, which became more complicated by all the obstacles and roadblocks that were thrown in her path. I had that experience recently, when I had to renew my vehicle registration.

Before I could renew the registration, the car had to pass an emissions test, which it failed. The Check Engine light had come on, with evaporative emission control system errors. I was advised to get the car repaired, and then bring it back for retesting.

My regular auto repair shop did not have a diagnostic technician, but they referred me to another place that did. The diagnostic showed that the car had a damaged purge valve, that attaches to the gas tank. It was a dealer part, that they did not have in stock. The dealership did not have the part in stock either, but they could get it. Five days later, I picked up the part and had it installed, but I still could not get the emissions retested until I had driven the car for about 50 miles, to give the sensors a chance to reset. Two days later, I took the car back to have the emissions retested, and it passed. From there, I went to the Motor Vehicle Division, and got my registration renewed – two days before it was due to expire. I had never had to work so hard to renew my registration in my entire life.

While overcoming the obstacles of renewing a vehicle registration do not compare to the obstacles created by COVID-19, the strategy of overcoming them both is the same: not giving up in the face of seeming hopelessness. Public health restrictions may be imposed, then lifted, and then reimposed. Like Alice, we are running as fast as we can just to stay in one place.

How to survive these ups and downs? Think long-term: we need to make short-term sacrifices for long-term gains. One of my favorite inspirational quotes is from Calvin Coolidge, the 30th President of the United States, who exhorts us to persevere and never give up. In his words, persistence and determination alone are omnipotent. Press on. 🇺🇸



Guest Editorial

On Veteran's Day

by Lt. Col. Owen Younger, CAP, Texas Wing

Every year, for as many of my adult years as I can recall, I have sent a Veteran's Day email to all of the veterans I know and have been able to stay in touch. I consider myself fortunate to include all of you in my list of friends and acquaintances. These emails usually take a philosophical tone, and tend to include

some historical details that I find interesting. I am an unashamed nerd and an otherwise amateur philosopher, and that hasn't changed since last year.

The month of November, purely by historical accident, gives three very important things to modern Americans. I would argue that these three things are important to all Americans, and they are: Election Day, Veteran's Day (that did not exist until the 20th century), and Thanksgiving Day. I have always found this calendar order to be appropriate.

This evening I want to talk about the transition of Presidential authority from George Washington to John Adams, the very first transition of chief executives in our history, in March of 1797 (under the original constitution, Inauguration day was set in March, this was changed in 1933 by the so-called "lame duck" Twentieth Amendment). History records an interesting encounter between the outgoing president, Washington, and the newly elected one, John Adams. After being sworn in, when preparing to leave Congress Hall in Philadelphia, purely as a matter of personal courtesy, President Adams stepped aside to allow former President Washington to exit first through the door. But President Washington stopped and insisted that as the new president, Adams should be the one to go first. More than one historian has pointed to this as perhaps the first precedent that our founders set for us in how presidential administrations should comport themselves when going out and coming in.

The United States is one of the world's oldest constitutional governments. Our governing document, the very document to which each of you pledged an oath, was ratified in 1787 and has been only slightly modified since its inception. In other nations we see news stories about civil unrest as governments collapse; in other parts of the world, we hear about such things as governments in exile; and yet elsewhere we find leaders who call themselves president but who make a mockery of the will of the people. But not here. America is different. And America has lasted as long as it has because we do not ask our elected officials or our military to pledge an oath to a person. We ask those whom we elect as our leaders and lawmakers, and those whom we charge with our common defense to pledge their loyalty only to the document that lays down the rules about how we will be a self-governed people. The constitution's framers knew that it was not and could not ever be about the person or personality in authority, but instead that it had to be about the process of determining who would wield that authority. Isn't that fascinating?

When we first tried that, the world laughed at us and said such a country could never last. And yet here we are, having survived the test of time.

We have survived because collective self-government is the very best political system ever devised. And we have survived because a very brave few have been willing to pledge an oath to defend our system. You, our veterans, have been the guarantors of the freedom we have to vote for our future. And just imagine that two hundred years ago that very idea was almost inconceivable.

Thank you for your service. I will never forget what you have done for us. 🇺🇸

Guest Editorial

Senior Member Character Development

by Chaplain (Lt. Col.) Nancy Smalley, CAP, Southwest Region



Chaplain (Lt. Col.) Nancy Smalley now serves as the Southwest Region Chaplain and as the Chaplain for the Texas Wing Red Oak Cadet Squadron. Previous assignments include Texas Wing Chaplain and Region CISM Director. Smalley joined CAP as an aerospace education officer and served as a Mission Chaplain during the 2003 Columbia Shuttle recovery. Previous assignments include Texas Wing Chaplain and region CISM Officer. Smalley has received the Gill Rob Wilson Award, 11 Commander's Commendations, 4 Meritorious Service Awards, an Exceptional Service Award and the 2019 Senior Chaplain of the Year Award.

During October 2020, Civil Air Patrol asked members to participate in the Wingman Day, which included a presentation to the Senior members of the new CAPP 80-3 "Character and Leadership: Applying Core Values." This program was built upon the four Core Values of Civil Air Patrol and meant to help commanders engage their members in a meaningful learning experience.

Civil Air Patrol's core values of Integrity, Volunteer Service, Excellence, and Respect were first instituted in 1999, and meant to reflect how we choose to act as an organization and how we choose to treat our fellow members.

The Civil Air Patrol culture is formed around its core values and uses a *three-pronged strategy for implementing core values*. The *first step* is to educate all members to understand core values and how these values support the mission. *Secondly*, commanders and supervisors will serve as the primary advocates in encouraging the implementation of core values as a part of daily routines. And *lastly*, the members will adopt and internalize core values.

The Chaplain Corps developed this publication to assist in implementing the third prong: engaging senior members in a meaningful learning experience through the use of case studies to apply the core values of Civil Air Patrol to both their personal and professional lives. The process uses real event case studies, analyzed using the "Six Steps to Ethical Decision-Making" and the "PLUS" filter.

These materials are designed to allow senior members to examine their own ethical standards and values in a guided discussion framework. The senior members are encouraged to relate these standards and values to all phases of their Civil Air Patrol experience. These briefings can be facilitated by a commander, chaplain, or CDI. There is no set time required for conducting the core values briefing, and the squadron commander is given flexibility as to when and what time allotment to provide for a core values briefing. Applying Core Values for Senior Members will

equip members with the tools they need to have a lifelong impact on the values of our members and those they serve.

The program uses a *Six Step Ethical Decision-making process*:

Step 1 - Define the problem;

Step 2 - Identify available alternative solutions to the problem;

Step 3 - Evaluate the identified alternatives;

Step 4 - Make the decision;

Step 5 - Implement the decision; and

Step 6 - Evaluate the decision.

This decision model is similar to those taught in every business school and management training program. Here, the concern is not only decision-making but is the decision-making ethical? The ethical component of the decision-making process takes the form of a set of "filters." At key steps in the process the decisionmaker can stop and run her/his considerations through these filters, thereby separating the ethical inclinations from the remainder of the decision.

These ethics filters CAP has adopted use the mnemonic PLUS.

P = Policies - Is it consistent with CAP policies, procedures, and guidelines?

L = Legal - Is it acceptable under the applicable laws and regulations?

U = Universal - Does the action conform to the universal principles and values adopted by CAP?

S = Self - Does it satisfy my definition of what is right, good, and fair?

The PLUS filters presume effective communication with all members, so there is a common understanding of the organization's policies and procedures as they apply to the situation, the applicable laws and regulations, the agreed-upon set of "universal" values—in this case, Integrity, Volunteer Service, Excellence, and Respect and the individual's sense of right, fair, and good, springing from their personal values.

The feedback from those who have already presented this program at least once has been very favorable. The key to solving problems is to keep it at the lowest level of command and to have a process to make ethical decisions as an important tool.

For more detailed information about using this program and a list of case studies, please refer to CAPP 80-3.

CHARACTER MATTERS

Integrity

"Courage is the enforcing virtue, the one that makes possible all the other virtues common to exceptional leaders: honesty, integrity, confidence, compassion and humility."

Senator John McCain



From the Chaplain Corps Facebook page, 9 January 2021 <https://www.facebook.com/CAPchaplains>

This article was previously published in *The Transmitter*, Winter 2021, pages 10-11.

Guest Editorial

The Season of Lent

by Chaplain (Maj.) Eric Cooter, CAP, Southwest Region Deputy Chaplain



Chaplain (Maj.) Eric Cooter joined CAP in Tennessee as a cadet and served from 1980 to 1986. He held all squadron cadet leadership positions and also served at wing level as Cadet Advisory Council Chair, Encampment Cadet Commander, and Wing Cadet Program Officer. After a break in service, Chaplain Cooter rejoined CAP as a senior member in 1999. A mission pilot and flight trainer, he served as Florida Wing and then Southeast Region Chaplain. In his ministry role, Chaplain Cooter served in Florida as Rector of St. Monica's Episcopal Church in Naples, Florida and on the staff of the Bishop of the Diocese of Southwest Florida. On July 1 2020, Cooter was selected as Canon to the Ordinary of the Episcopal Diocese of Oklahoma.

The History and Tradition of Lent

Throughout the Christian tradition, observances of liturgical seasons are key to the prayer, worship, and formation life of a congregation. The various liturgical seasons serve as a time when Christians focus on specific periods of the life and ministry of Jesus Christ. Lent, the approaching season in the Christian calendar, is a solemn religious observance that begins on Ash Wednesday and ends approximately six weeks later on Palm Sunday, followed by Holy Week and the Feast of the Resurrection (Easter).

Anglican, Eastern Orthodox, Lutheran, Methodist, Moravian, Presbyterian, Oriental Orthodox, Reformed, and Roman Catholic Churches observe Lent. Some Anabaptist and Evangelical churches also observe the Lenten season. Lent prepares the observer for a time of commemoration of the events that led to the crucifixion of Jesus. The season finally culminates on Easter Sunday, celebrating Christian hope in the Feast of the Resurrection on Easter Sunday. As all church seasons, Lent is grounded in scripture and the stories of the life and ministry of Jesus Christ.

Lent is reminiscent of the story found in the Gospels of Jesus' "40-day" wilderness journey in which Satan tempted Jesus. During Lent, observers can (like Jesus) face their own frailties, personal temptations, and culture's distractions. Lent reminds observers, as Barbara Brown Taylor describes it, "what it is like to live by the grace of God alone and not by what we can supply for ourselves." ⁽¹⁾

Spiritual and Liturgical Practices

For some, Lent is tantamount to participating in a *Spiritual Ultimate Survival Challenge* because it is a time of spiritual discipline; a time of "Giving up" or "Taking on." By "giving up," Lent can be a season of self-denial. Many Christians commit to fasting and giving up certain luxuries to replicate the account of the sacrifice of Jesus Christ's journey into the desert for 40 days. By "taking on," many Christians add Lenten disciplines to their spiritual walk.

Some people add the reading of a daily devotional or praying through a Lenten calendar, or adding some other commitment of service, which draws them nearer to God. Lent also offers observers not only an opportunity for a personal re-commitment to spiritual practices; it also can include changes to worship in the church. These changes often include seasonally appropriate colors in liturgical garments (Lent = Purple) and sometimes include seasonal hymns and specific scripture readings. Some churches observe special liturgies throughout the week like the *Stations of the Cross*, which is a common Lenten commemoration of Christ's journey from his "Trial to the Cross." During Lent, many Roman Catholic and some Protestant churches also remove flowers from their altars and veil in violet fabrics, crosses/crucifixes, religious statues, and other elaborate religious symbols as a part of the solemn observance.

Observing a Holy Lent

Spiritual practices alone, though, do not a wilderness journey of spiritual growth make. Lent is only transformative if the observer commits to a rugged spiritual mission of allowing God to transform one's mind and heart. Prayer and devotion to God are key to this time of transformation and spiritual resiliency for the Lenten observer. We invite God to go with us into the deep valleys of our need for grace, growth, and renewal. I want to offer you, the reader, some ways that you might consider observing a *Holy Lent*.

(1) Commit to a practice of daily scripture reading. Maybe you can poke around in the psalms or Old Testament, take a hike in one of the gospels, or wander around in one of Paul's letters. (2) Take a leisurely stroll with God in prayer by committing to a few minutes a day to quiet your spirit with God. (3) Be silent each day for at least a few minutes and invite God's Spirit into your present moment and seek God's movement in your life. (4) Share these amazing experiences with someone else.

If you do decide to be intentional about entering the desert places of life with God, you must remember that God is more than merely your guide. God is your survival partner from whom you obtain strength, sustenance, and wisdom in your weakened and vulnerable places. In God, we find out who we truly are because we release the illusions of our own self-reliance with God beside us.

I have to warn you, though, as you embark on this sojourn in the deserts of the soul. It will be tempting as the days of Lent wander on to cast it all aside for an easier path. You may want to grab the remote control and turn off the Lenten survival show and choose the much easier and less treacherous practice of watching a more relaxing movie on the Hallmark Channel. Please, for this Lent, stay in the desert awhile.

Even though it may not be comfortable, and even be treacherous, if you truly choose to rely on God to lead you, and if you let go of the illusion that you can do it all alone, then I promise you this: You will survive Lent and maybe survive the temptations of life as well. Remember, the Psalmist promises, "You will live in the shelter of the Most High, and abide in the shadow of the Almighty, and you will say to the Lord, "(you are) My refuge and my fortress; my God, in whom I trust." Trust God, and during this Season of Lent, take a walk in the desert with God. 🌵

¹Taylor, Barbara Brown. "Settling For Less." *Christian Century* 115.5 (1998): 169-318. ATLASerials, Religion Collection. Web. 14 Feb. 2013.

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On Language

The Meaning of Words

AUSTIN, Texas – It would help if words could be anchored to a meaning that, unaltered, might span the generations of successive language writers and users. However, language is not a rigid ruler that can dictate connotation but a users' tool, and as such it adapts itself to the meaning that people assign to words and expressions, establishing that usage is the ultimate arbiter of meaning. In the past, this column has mentioned words such as *sandwich* and *hamburger* that derive from the name of an English peer the first one and a German city the second one, and yet have nothing to do with peerage or population centers. The reason these words developed obeys to the way people used them in a new sense, a sense that seemed logical to them, and general usage embraced them. Why is that? Because, given enough examples of their use in the new meaning, lexicographers had to accept them and allow them to be included in the dictionaries. Because lexicographers are not guardians of the language but observers of it. Let us see some examples of what has happened in English.

Mistress – In a less gender-obsessed society of earlier centuries, the masculine *mister* generated the feminine *mistress* (shortened from *misteress*) applied to the man's wife (granted, a male-centric logic that is currently unpopular). However, in England's Edwardian era (roughly 1900-1914), women who accepted a cohabiting role (normally with a wealthy, older, influential man) had been non-persons in social activities, and began to demand the right to a position in society. To this end, they wished to be called *mistresses* instead of *missus* (as the impoverished commoner wives and unmarried female companions were being called). Prince Edward, who would become Edward VII, a notorious womanizer and bon-vivant, and had agreed to grant this wish, allowing his paramours to acquire a social position. Soon others followed this example. As a result, although the spelling of *mistress* remained unchanged, the legitimate wives began to call themselves *missus*, in a clear reversal of the former lexical usage, elevating *missus* to a position of dignity and denigrating *mistress*.

Prepossessing – This is another case of reversal of meaning. Although it had been used to mean "causing bias or prejudice" since the 1640s, starting in 1805 it began to be used as "causing agreeable first impression," replacing the prior meaning that was then labeled *archaic*. There is no known reason for this shift of concept.

Objective vs. Subjective: Both of these Latin-derived words have traveled a tortuous intellectual road for some centuries. Today, in an oversimplification, *objective* means factual, while *subjective* means imagined or as interpreted by the speaker. Let us take them one at a time.

Objective first appears in the 1610s, in the philosophical sense of "considered in relation to its object" (opposite of *subjective*), from the Medieval Latin *objectivus*, from *objectum* "object" + -ive. From 1855, it came to mean "impersonal, unbiased," influenced by the German *objektiv* and related to *objectively*.

Subjective (from the Latin *subiectivus*) starting in 1500 meant "characteristic of one who is submissive and obedient," from *subiectus*, "lying under, below, near bordering on," figuratively "subjected, subdued." In early Modern English (1707) it acquired the meaning of "existing, real" with a more restricted meaning of "existing in the mind" (the mind as "the thinking subject"), popularized by Kant and his contemporaries; therefore, "personal, idiosyncratic."

Where does this leave us? Had lexicographers insisted on retaining each word's original meaning, although they had no power to enforce the older usage on the population at large, dictionaries would have lost their usefulness and relevance. In a society ruled by profit, such a fate was not acceptable to dictionary publishers, even though it represented an intellectual case of mob rule. 🇺🇸

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs

The Safety Corner

Continuous Improvement

In the last issue of *The Fly-By*, I wrote about incorporating risk management into all our CAP activities. I mentioned Continuous Improvement about halfway into the article and in this issue, I will expand on that concept.

Risk Management is designed as a continuous loop as depicted in Figure 1.

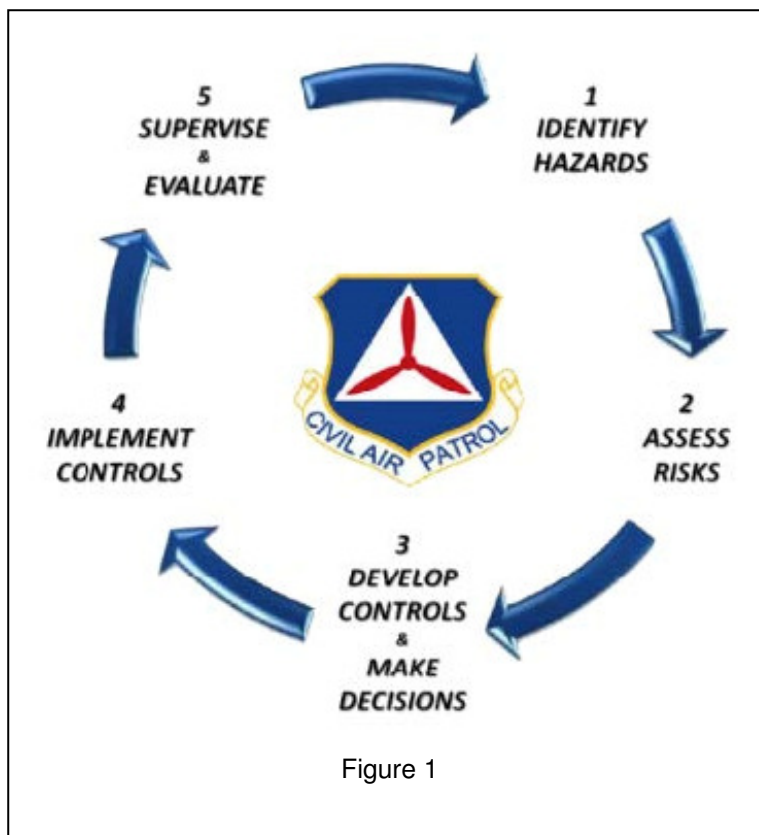
Supervise & Evaluate is an important step that can be easily overlooked. By evaluating how effective our risk controls – whether they are working as intended – we can determine whether they need to be modified or different controls are needed. When required, risk controls can be evaluated and modified on the spot. Using a cadet encampment as an example of how the evaluation process works, during planning, the encampment commander and safety officer determine that cadets may safely attempt each obstacle comprising the confidence course. However, on the day of the event, rainy weather conditions have made the logs used for one obstacle too slick for cadets to cross without a high risk of slipping and injuring themselves. In this instance, the encampment commander can determine that bypassing that obstacle will reduce the risk to an acceptable level and cadets may complete the rest of the course safely. On the spot continuous improvement!

The evaluation step can also be accomplished at the conclusion of the activity as part of a debrief or 'hot wash'. Obviously, any corrections to the risk controls won't be able to take effect until the next time the activity is conducted, but it's still important to gather those 'lessons learned' and make sure they incorporated into the next planning session.

Whether to make changes on the spot or at the end of an activity is dependent on a variety of factors. The decision to act or wait is up to the members supervising the activity at the time.

"What can possibly go wrong?" and "How do we keep our members from getting hurt?" Two simple questions that every member can use to help with the risk management process during the planning and conduct of every CAP activity!

For more information about Risk Management and Continuous Improvement, refer to CAPP 163 *Safety Assurance & Continuous Improvement*. 📖



Col. Robert Castle, CAP
SWR Director of Safety

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it. 📖